LEVEL BOOK

N. W. P. R. R. CO.

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35

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Willits: Check New Trestle B&K-K-K
End Book

Willits: Check Steel Changes at 139 K-K-K + at Trestle East of E.S. 7270
End Book

— ACTUAL ELEVS —

0		H. Pk. 3.30	Lon. Pk. 3.68	
0+50		3.39	3.79	
1+00		3.54	3.94	
1+50		3.48	3.92	
2+00. P.C.				
2+00.6	✓ 1	3.28	3.70	
2+17.0	✓ 2	3.19	3.64	
2+33.7	✓ 3	3.18	3.62	
2+49.0	✓ 4	3.22	3.60	
2+64.5	5	3.23	3.63	3.16
2+80.1	6	3.21	3.64	
2+95.8	7	3.16	3.62	
3+00		3.15	3.62	
3+11.5	8	3.18	3.62	
3+27.3	9	3.25	3.61	3.16
3+27.8 P.C.C. H.D.				
3+50.		3.31	3.62	3.16
4+00		3.60	3.92	
4+50		3.83	4.30	
5+00		3.99	4.30	

- IGNACIO -

FEB-22-1916

GD. ROD.

LON EL.

THESE GRADES WERE REED D.H

3.22+
" 3.16
" 6.38✓
"
" 6.38✓
"
"
"
"
"

3.62+ 3.16
3.62+
"
" 6.78✓
"
"
"
"
"
"

M.H.H
H.J.H
G.L.B

H. L.

TREST. 2 J.C. REPLACED NEW OWD WITH DECK.

TRESTLE 2 J.C. NT NEW DECK NT

Dist. out from
HC. C.L.

High.
6.38

3.00	2.40
2.40	3.00
2.35	3.00
3.0	2.35
3.0	2.35
3.0	2.0
3.0	1.5
3.0	3.0

OZ. Rad- CORRECT.

Low
6.78

		HIGH.	LOW.	
HI.	Low.	6.38	6.78	
		6.38	6.78	
6.25		6.38	6.78	
6.20		6.38 - .25 = 6.13	6.78 - 6.98	
6.19		6.38 - .2 = 6.18	6.78 = 7.03	
6.25		6.38 - .2 = 6.18	6.78 = 7.03	
6.27		6.38 = 6.13	6.78 = 6.98	
6.23		6.38 = 6.13	6.78 = 6.98	
6.25		6.38 = 6.13 ✓	6.78 = 6.95	
6.21		6.38	6.78	
6.21		6.38 = 6.13 ✓	6.78	6.91 ✓
6.25		6.38 = 6.13 ✓	6.78	7.03 ✓

SUBJECTED
BY GRADES
USED ON
FOLLOWING PAGE

	Top rail. GD. Rod. Hi.	Lon.	GRADE. CUT Hi.	OFF Lon.	
2+00.6	3.36	3.76 3.14	6.5 V	6.9 V	
2+17.0	"	"			3.0
2+33.2	"	"	6.5 V	6.9 V .6	3.4
2+49.0	"	"	"	" .65	3.3
2+64.5	"	"	"	"	3.0
2+80.1	"	"	"	"	3.0
2+95.8	"	"	"	"	3.0
			"	"	
3+11.5	"	"	"	"	3.0
3+27.3	"	"	"	"	3.0

GRADE ROD

THESE GRADES USED

Corrected gg. Eod. at off.

Hi. Low.

6.52 - .25 = 6.27 ✓ 6.22 ✓ 6.92 7.05 ✓ ✓ out.

" " " 6.27 ✓ ✓ ⊙ 6.92 + .2 ✓ 7.12 ⊙ ✓ .2 = 0.2

6.52 - .20 = 6.32 ✓ ✓ ⊙ 6.92 + .25 7.17 ⊙ ✓ .20 + .25 ✓

6.52 - .20 = 6.32 ✓ 6.27 ✓ ⊙ 6.92 + .25 7.17 ⊙ ✓ 3.0 + .25 ✓

6.52 - .25 = 6.27 ✓ ✓ ⊙ 6.92 + .2 = 7.12 ⊙ ✓ 2.35 + .20 ✓

6.52 - .25 = 6.27 ✓ ✓ ⊙ 6.92 + .2 = 7.12 ⊙ ✓ 2.35 + .20 ✓

6.52 - .25 = 6.27 ✓ ✓ ⊙ 6.9 ✓ + .17 = 7.09 ⊙ ✓ 2.0 + .17 ✓

6.52 - .25 = 6.27 ✓ OK ✓ ⊙ 6.9 ✓ = 7.05 ⊙ ✓ 1.5 + .13 ✓

6.52 - .25 = 6.27 ✓ ✓ ⊙ 6.9 ✓ 7.17 ⊙ ✓ 3.0 + .20 OK ✓

I BEAM

stringer = N 3/4"

cap = H 3/4

tie = S 3/4

tie plate = 1/4

17 3/4

1.81 S

33 1/2

24

9 1/2"

2'

2.79

37

3.16 = at 0 H

below T.R

1.81 S

18

1.81 S

32.670

1.81 S

1.33

1.80

1.81 S

6° 03'

60

360

363

1.81 S

199

1.81 S

1.81 S

1.81 S

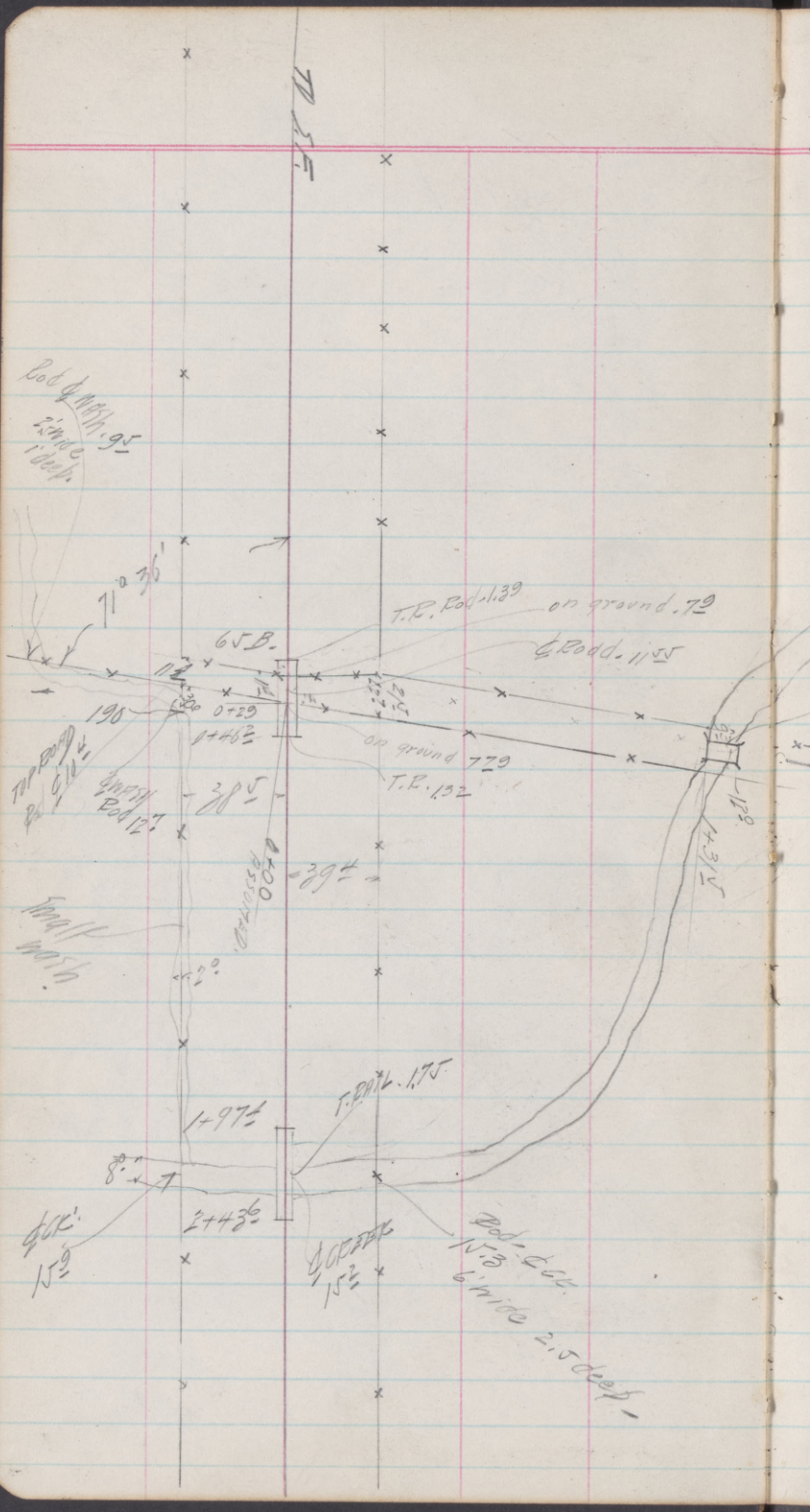
FEB. 22-1916 4

LINE — IGNACIO

DEFLECTIONS

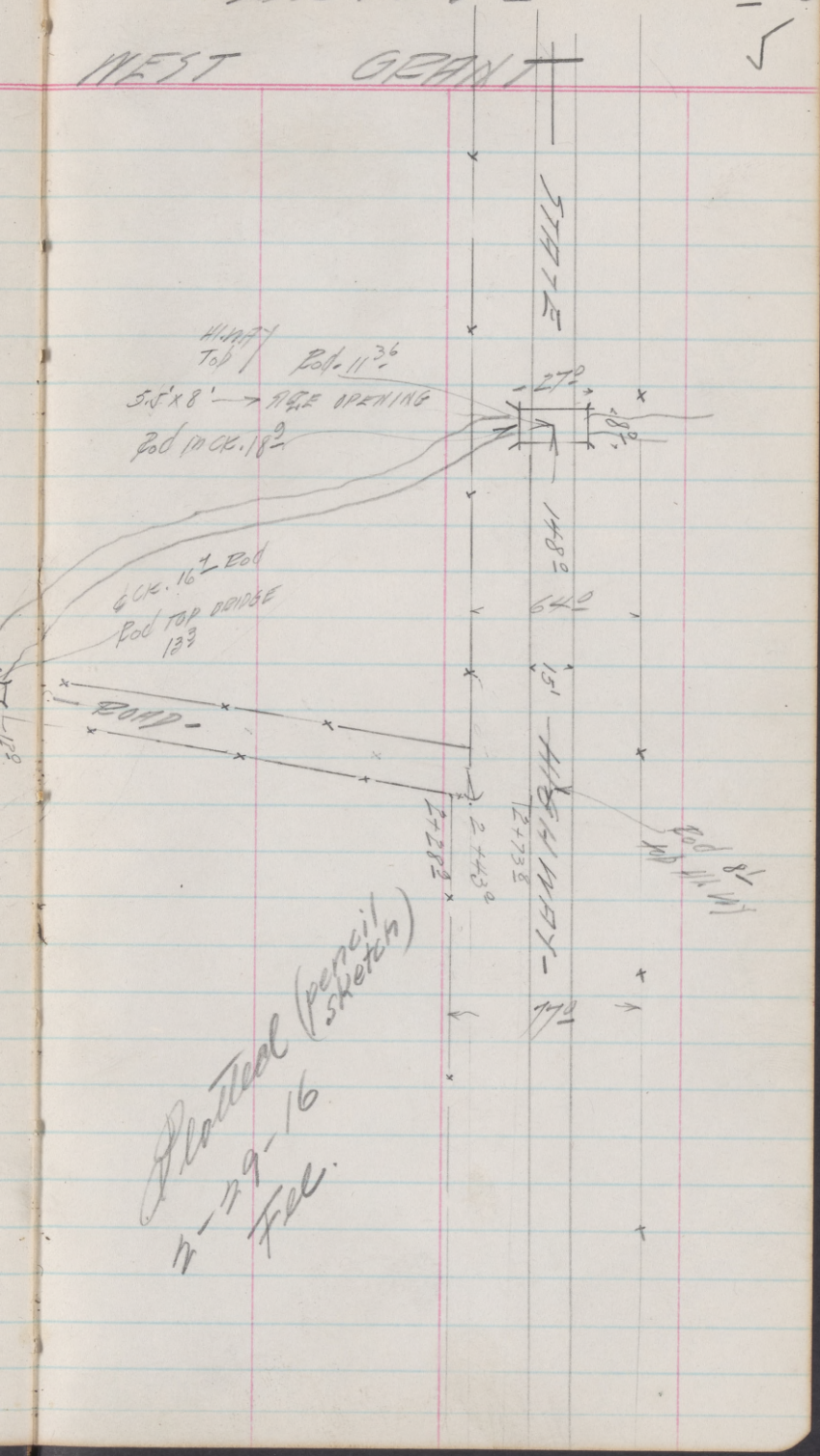
	— DEFL. —	RESULT. ℄ from THEORETICAL.
1+00 ℞	0° ✓	
1+50	1° 30' 45" ✓	
1+99.0	2° 59' 30" ✓ W	.15 Lt.
2+17.5 ✓	3° 33.5 ✓ W	.05 Lt.
2+50 ✓	4° 32' 15" ✓ W	.22 Lt.
2+63.8 ✓	4° 57.3 ✓ W	.12 Lt.
2+80.7 ✓	5° 28' 0" ✓ 5° 28' W	.00
2+96.5	5° 56' 30" ✓ W	.12
3+00	6° 03' 00 ✓ W	0.00
3+15.0	6° 24.8 ✓	0.5 Rt. W
3+28.5	6° 54.7 ✓	0.4 Rt. W
3+50		
3+32.	3° 59'	0.4 W

TRESTLE
ESC.
PUT IN PEG


T.R. Rod-1.39
on ground .7±
℄ Rodd. 1.15
65 B.
0+29
1+46±
on ground 7.9
T.R. 1.32
Rod 12.7
38±
39±
1+97±
T.R. 1.75
2+43±
Rod-Cut
6' wide 2.5 deep

- SURVEY -

FEB-29-1916



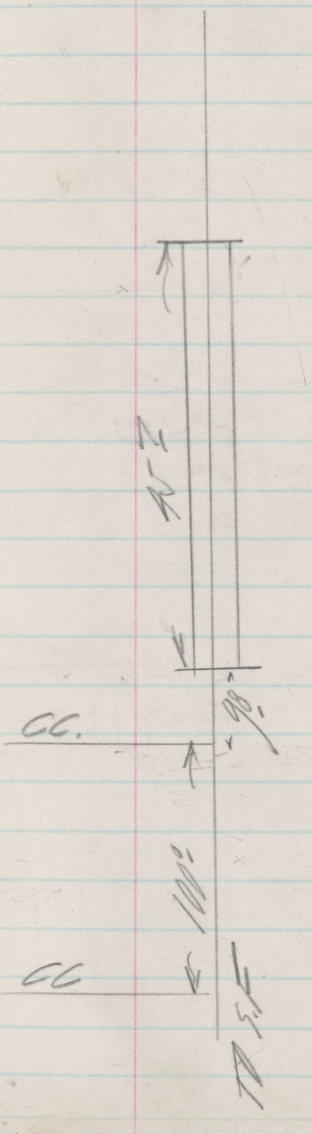
— SAN

DE-CONSTRUCTED

FEB-1916-

RAFAEL —

TRESTLE 17F.



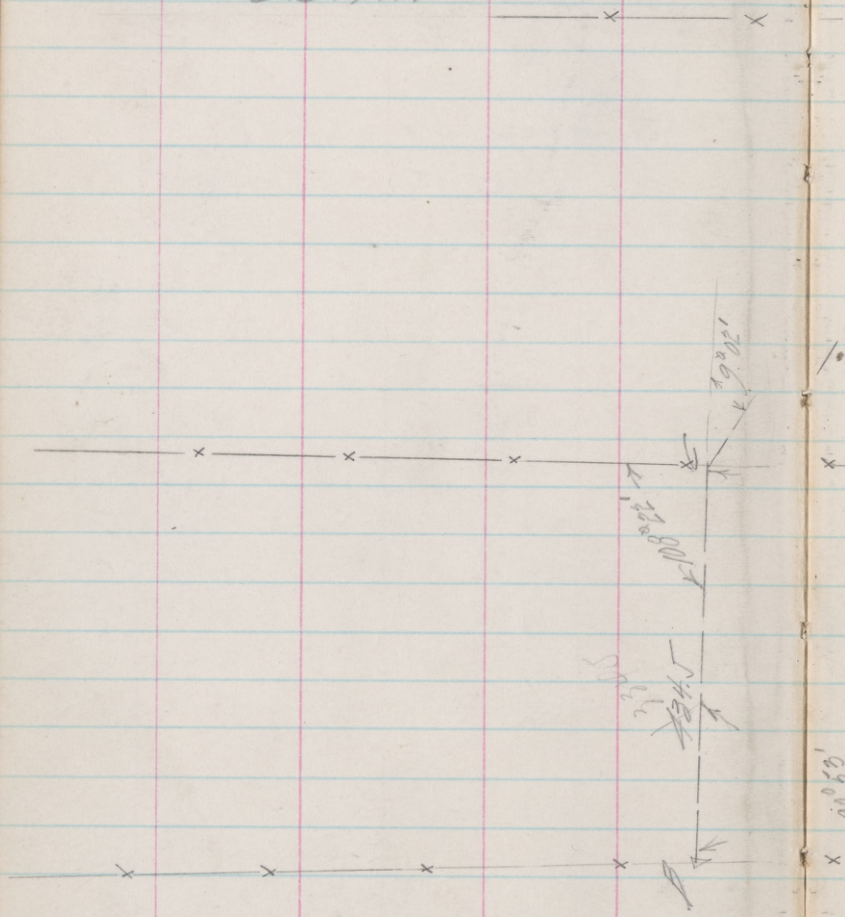
TEST 25C

3+28.5	6°54.7
3+26.7	6°57.5
3+11.7	6°24.2
2+96.1	5°55.9
2+80.4	5°28'
2+64.8	4°58.30
2+48.6	4°29.7
2+33.7	4°02.7
2+17.5	3°33.3'
2+01.1	3°03' 30"
1+99.0	2°59'30"

1+00 ℄ at

to fence 6Y - 61+70
thence 6' Rt. 4

NEAR UNDERGRADE
X-ING STATE-HWY
GRANT-



Conc. pipe culv.
STA. 5+31.2
STA. 5+35.1
8
Pavilion 16
n = 28.
Fee.
I. FREEWAY
447.5'
328.6
291.2
N. GOODWAY
DEARBORN
MAIN

LEVELS -

B.M. on	STA	+	=	−
Pole		11.38	124.22	
~~58+00~~				
~~58+50~~				
57+00				
57+50				
T.P.				-0.5
		+11.27	134.97	
58+00				
T.P.		+11.60	145.18	-1.39
59+00				
59+50				
T.P.				-0.84
		+5.4	149.74	
60				
60+50				
61				
61+50				
62				
T.P.				-11.85
		+0.48	138.37	
62+50				
62+85				
T.P.				-16.67
		0.0	121.95	
Pt. on Pole at Sta. 62+75				-12.2

THESE ELEV.S ARE ON LINE D-C AND CB- opposite main line STA. SHOWN — 9

Rod	ELEV —
	112.84
-12.5	~~44.7~~ ✓
-6.3	~~47.9~~ ✓
	~~123.7~~ ✓
-2.9	132.0
-1.39	133.58
-5.1	140.08
-2.4	142.8
	144.34
-4.3	145.44
2.4	147.34
2.0	147.74
3.5	146.24
8.5	141.24
	137.89
7.1	131.27
6.4	122.0
	121.95
	109.75 ✓

TO BE USED ON OLD + SECTIONS —

Correct Elev. 109.6.2

Stallcup 8-16-39 Tue

- HEALDSBURG -

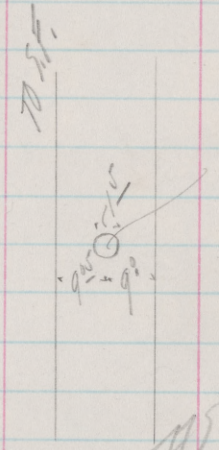
STA.		centers bet. main line
0+00		16.0
+20		16.0
0+40		16.0
+44.8	EC	16.0
+60		16.05
+80		16.2
1+00		16.5
+20		16.85
+40		17.2
+60		17.5
+80		17.85
2+00	BC	18.0
+20		18.1
+40		18.05
+60		18.05
+65.4		18.05 OIL CAN
+80		18.05
3+00		18.05
+20	EC	18.0
+40		17.8
+60		17.45
+80		17.0
4+00		16.45
+20		15.85
+40		15.3
+60		14.55

DATA ON TRACKS - WATER CUT.

& PASSING TK.

STA.	Centers.
4+80	13.95
5+00	13.4
+20	13.05
+27.5	B.C. 13.0
+40	13.0
+60	13.0

FED. 21 L-19K



0+00 = EAST LINE DEPOT HEADSTOCK

— HILL PASS

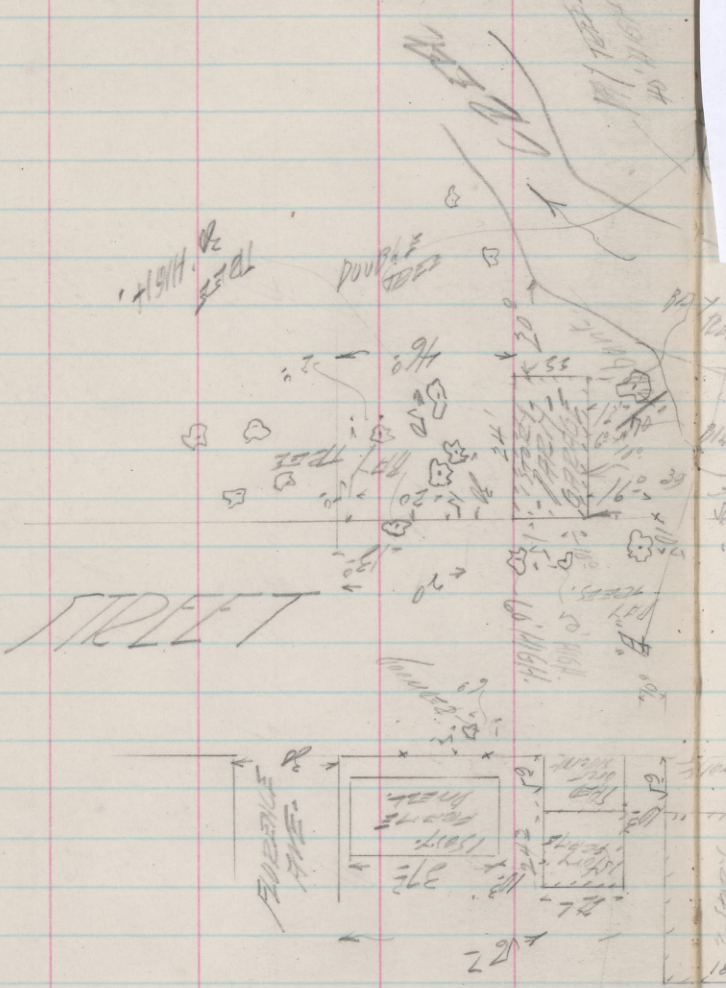
		127K	½ Rod.	COR.	
STA 50'E of E Blk. Hd. 127K		HUB & TACK Lt. 50°30' Dt.	11.65		
			330.		

—

EDT.

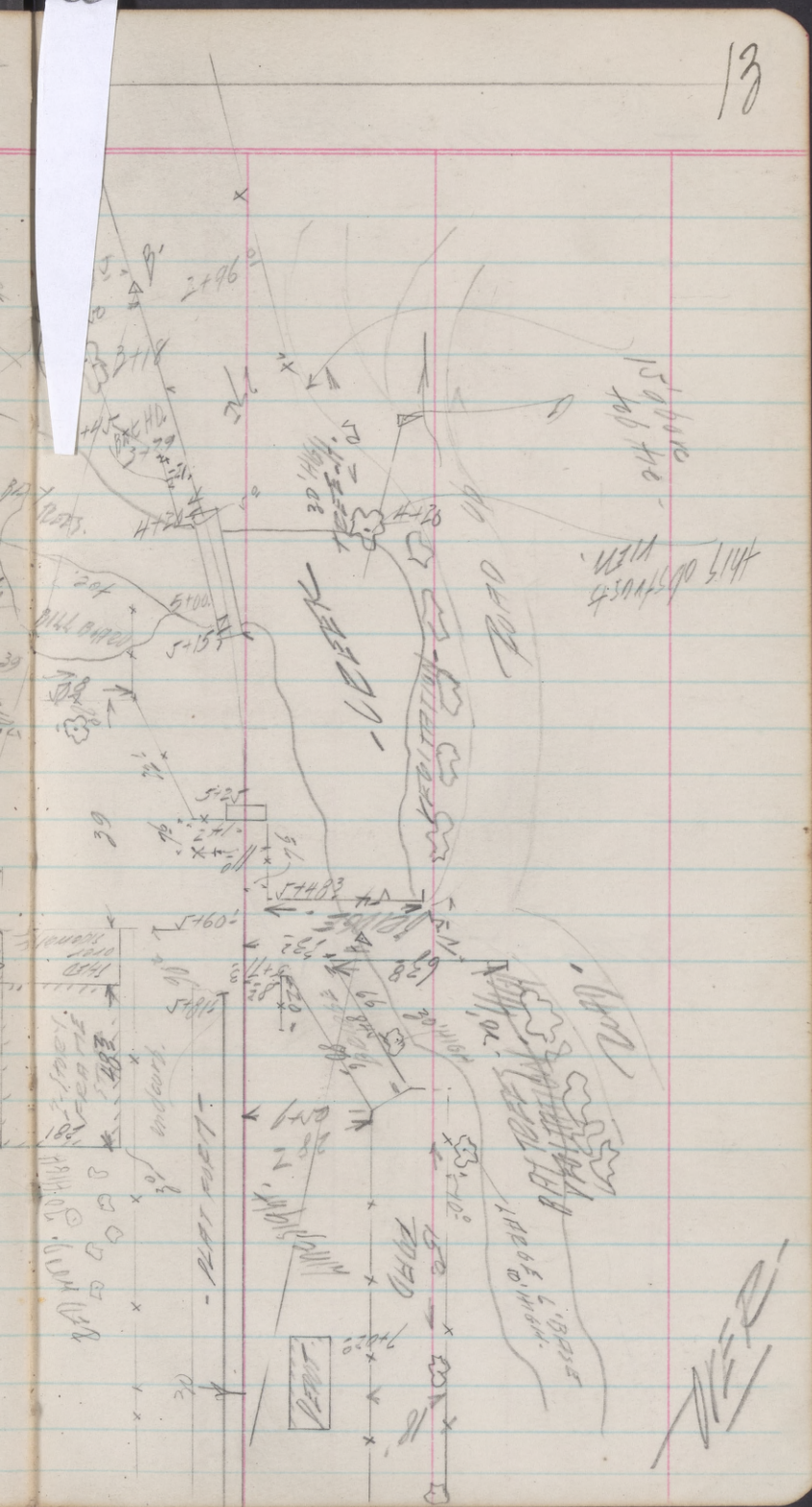
N.° 30'

LANDSDALE

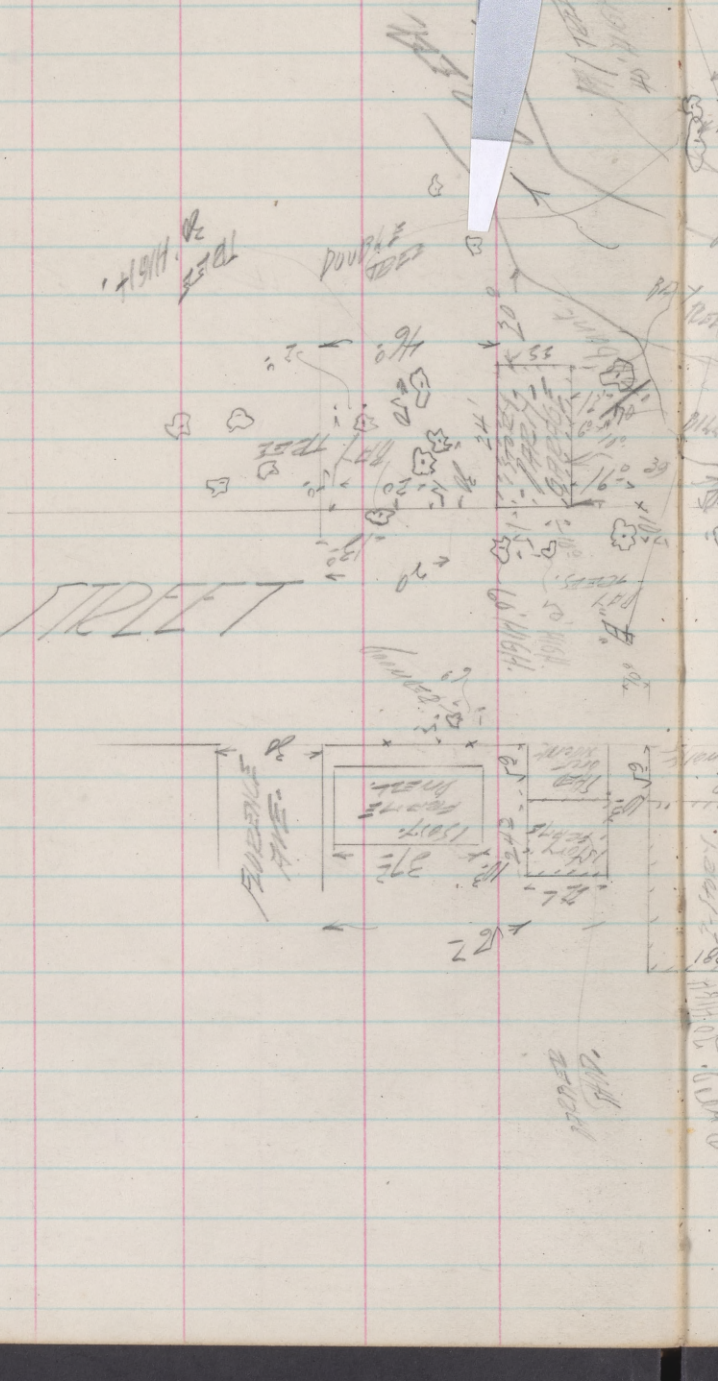


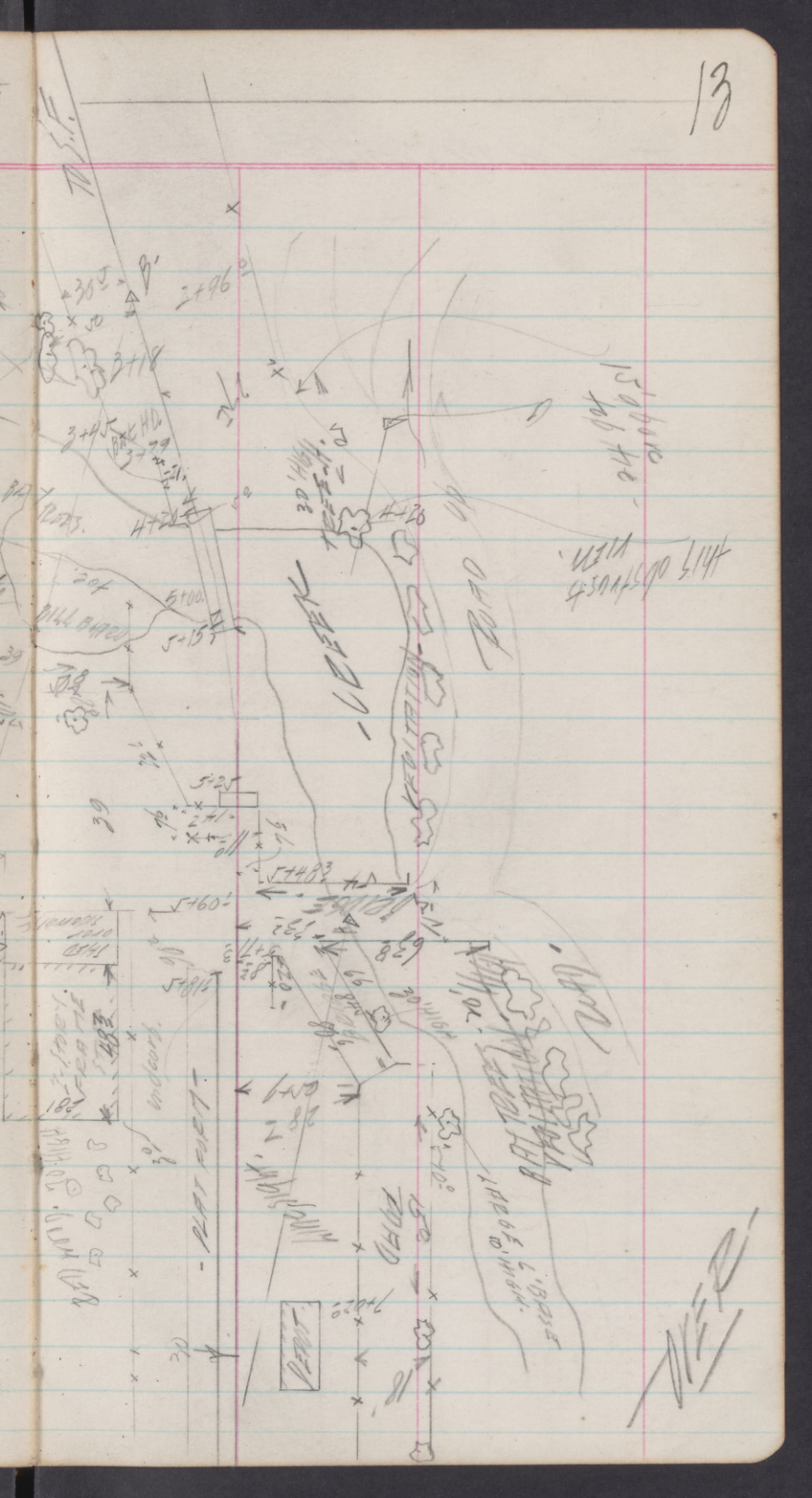
a

13

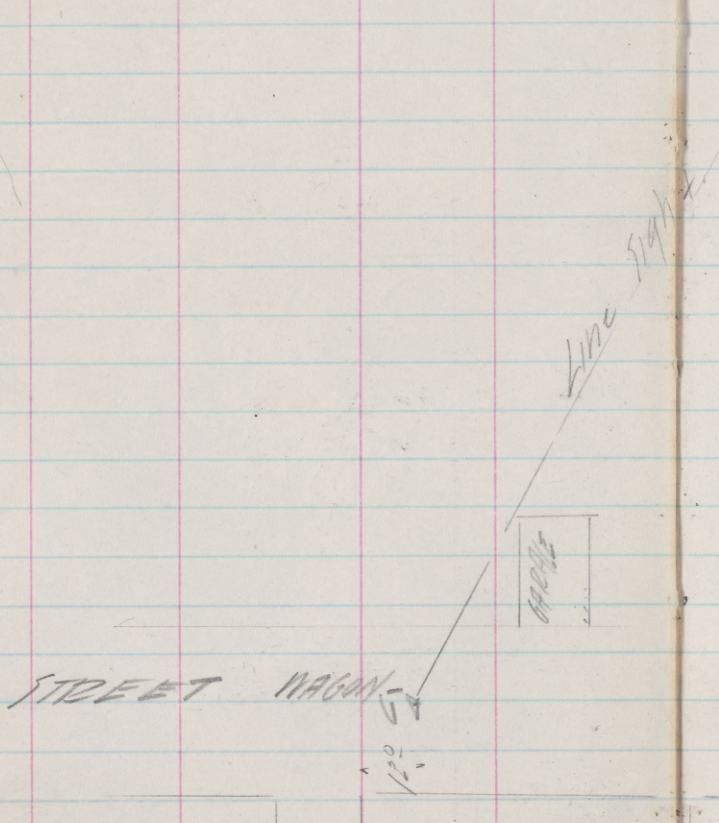


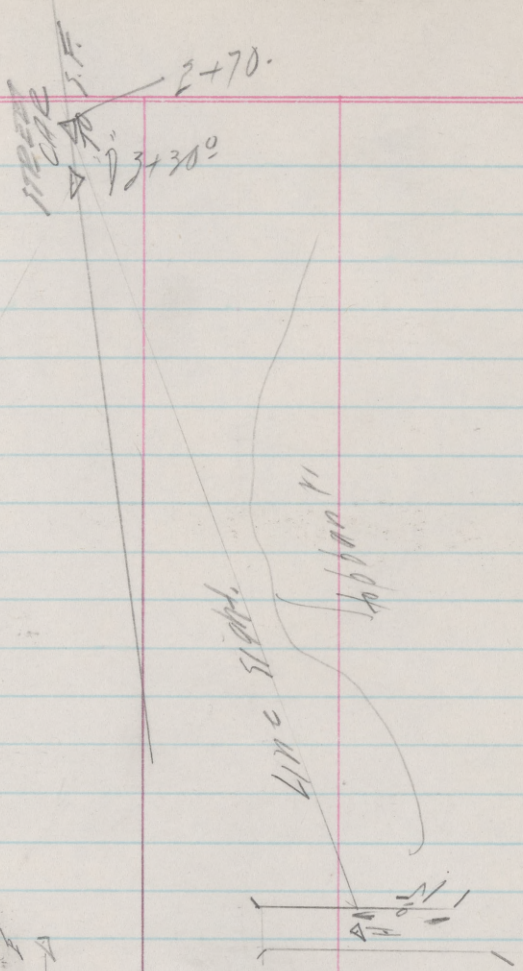
LANDSDALE



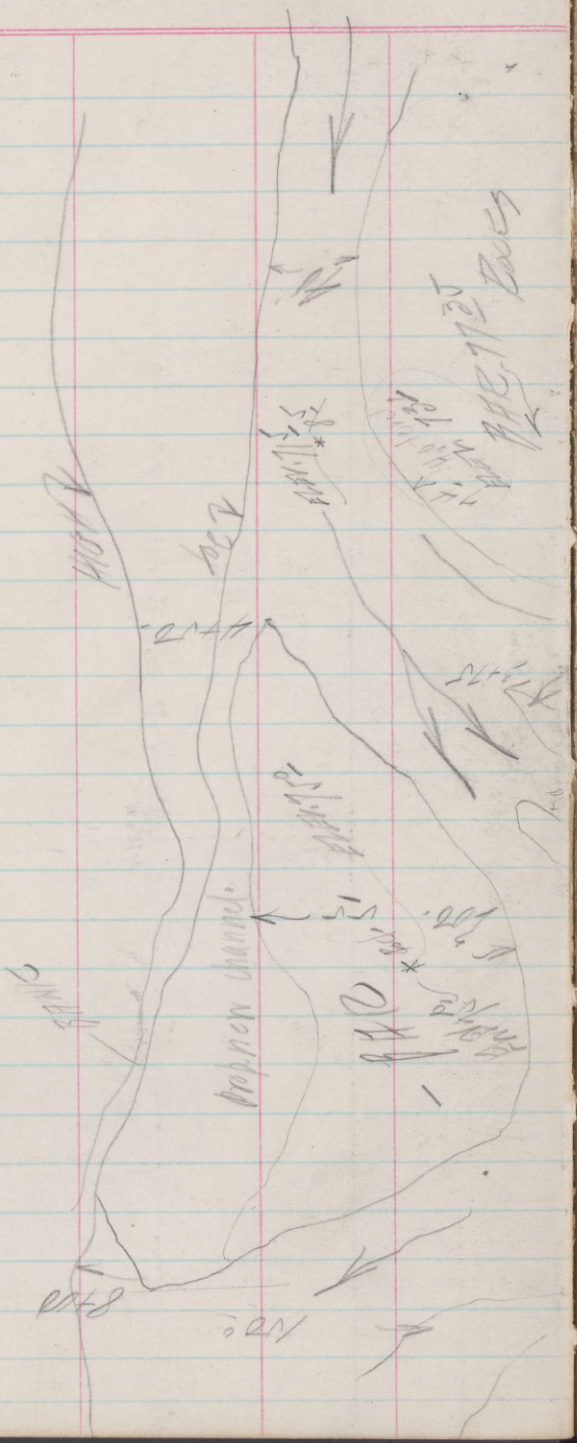


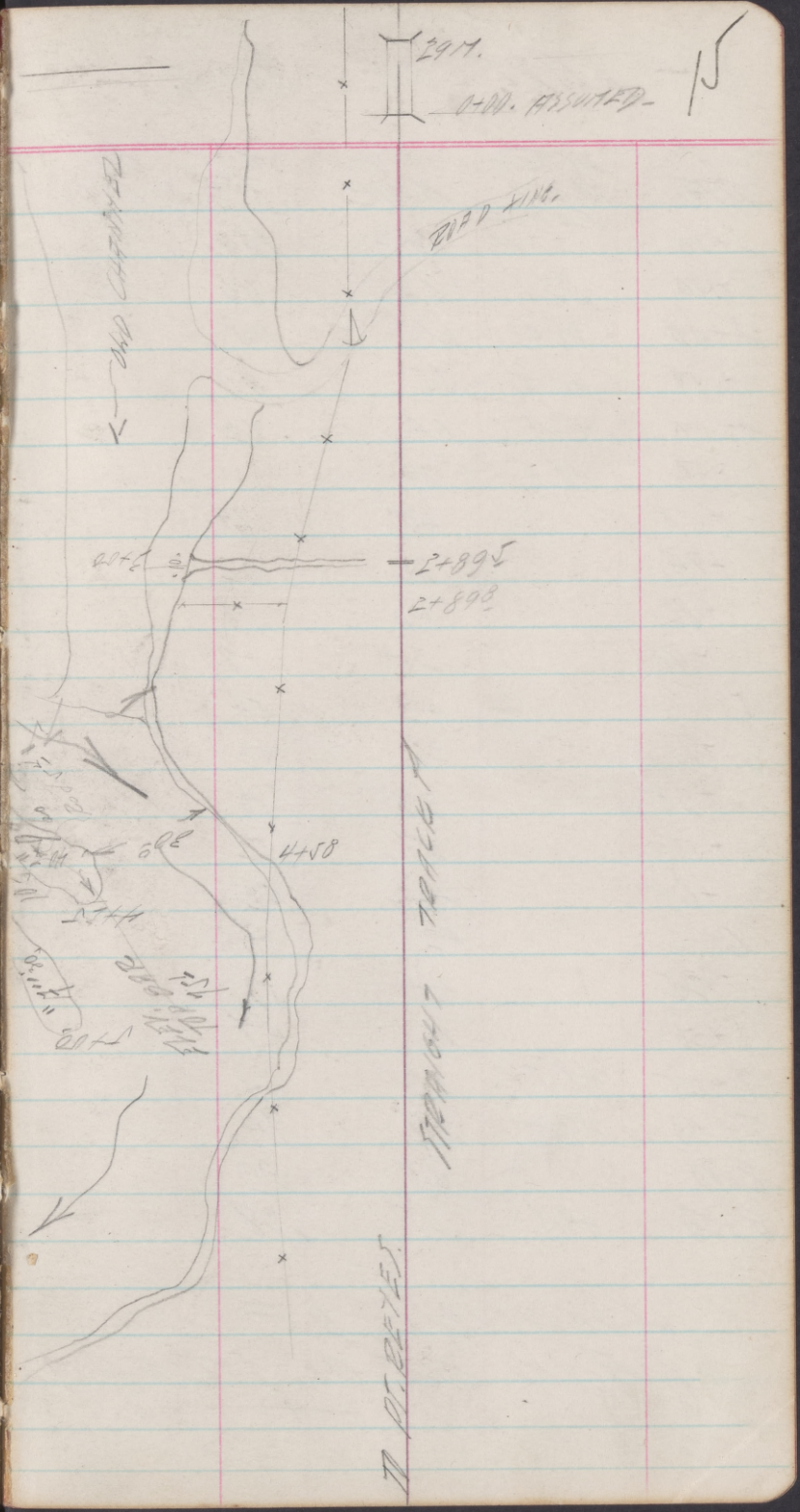
— LANDSDALE —




2+70.
13+30
Δ
N
S
E
W
Slope.

WEST OF TOCALOMA




29 M.
0+00. ASSUMED
15
ROAD LINE.
ROAD CENTERLINE
2+89½
2+89
4+58
TRAVERSE
TRAVERSE

- FIRST OF 30TH -

STA.	ON RT. TO CH. FENCE	TO TOP BANK	TO TOE
2+00	27.4	74	100.
+50	33.1	63	116
3+00	38.4	66	115
+50	43.5	75	90
4+00	47.4	64	72
+50	48.8	54	
+58		49	64
+74		36	62
+82		43	58
+91		35	58
5		43	54
+10		36	50
+35		33	50
+50		37	52
+65		44	52
6		42	50
+35		44	50
6+50		46	47
7+25	48.5	62	64
7+50	49.5	69	74
8+00		85	89
8+50	49.5	95	138

LOCATION OF
BANK CUT BY STREET

MARCH 16
GAGE. LEVELS

STA.	+	↑	−	R.L.	ELEV
T.B. 2+00					100.0
	0.2	100.2			100.
T.P.			-11.85		88.35
	+0.4	88.75			
			-11.4		77.35
	+3.13			③	
		H.I. 80.48			

OVER

MARCH 1, 1916

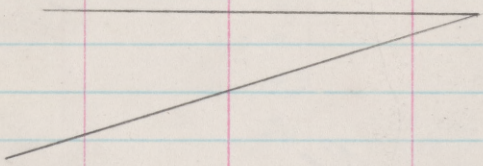
—NEAR 31A

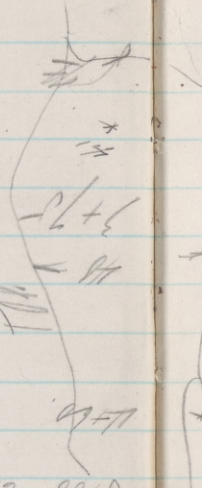
+SEC.
3+60.

0.0	-5.0	-9.3	-8.4	-16.N.
00	26	edge pvt.	fence.	78

-20.7	-23.7	-26.5	-23.0
+00	+5	0	+11.
115	176	141	160.

77.4 ELEV.

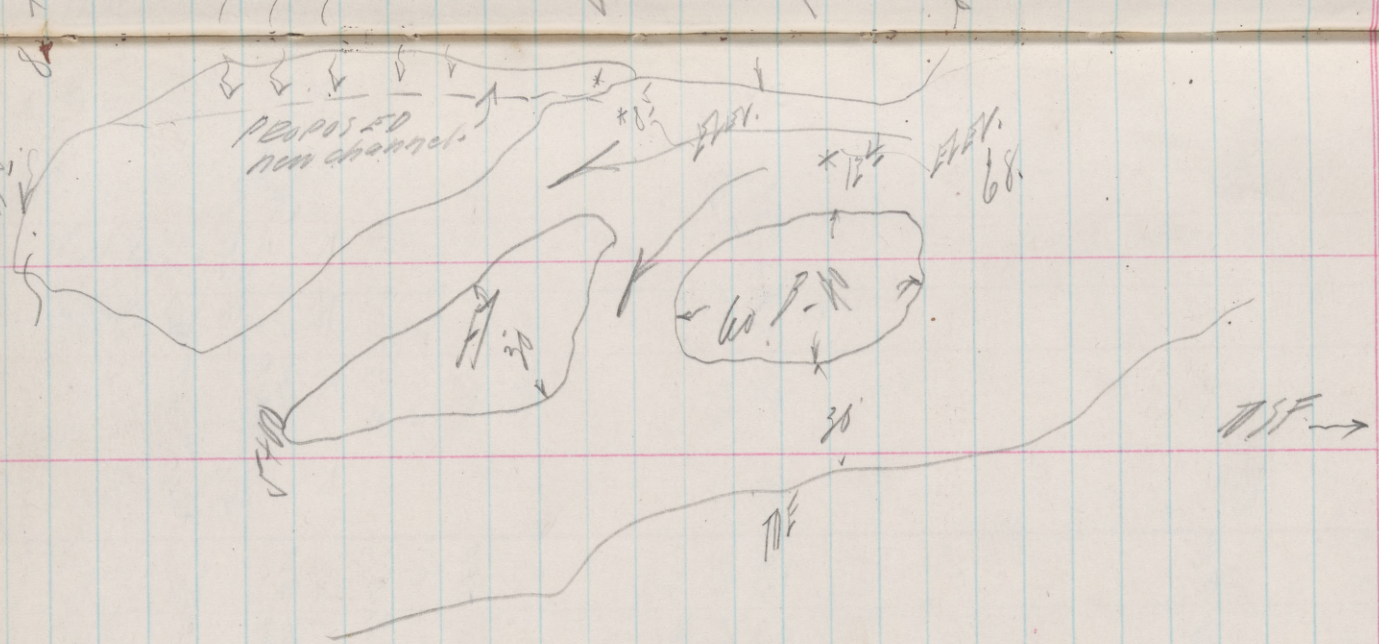




1+00 - 6.7	73.8
2+00 -11	73.4
3+00 -7.3	73.2
4+00 7.1	73.4
5+00 8.1	73.4
6+00 9.0	73.5
7+00 10.5	73.0
8+00	

Ref. —
HI 80.4 ELEV.

8 +20.


PROPOSED
new channel.
ELEV.
68.
60'
30'
TO E
TO S.F.

STATION
FOOT
TIME TABLE

ENGINEER	#403	#404	#405	#406	#408	#409	#414
STATION	#6+	#3+	#23+	#08+	#98+	#09+	#19+
IS STAND ON LEFT OR RIGHT	Rt	Wrong #4	Stop Rt	Lt.	Stop Rt.	Stop Rt.	Stop Rt.
KIND OF STAND - DOES SWITCH LEAD OR TRAIL	#4 On Lt.			Lo 16 #3			
	L	L	L	L	L	L	L
"C"	1.5	1.5		1.32		1.5	
"M"				0.50		3	
"A"	3.4	3.4		3.84		3.4	
"N"				.38			
"O"							
"P"							
"D"	1.5	1.5		1.33		1.5	
"E"	6.0	6.0		6.0		6.0	
CLEARANCE FROM END TO C TIE	9.3	9.2	9.6	9.2	9.6	8.6	9.6
CLEARANCE POINT STAND TO HEEL LEFT OR RT.	Lt.				Lt.		
IN TYPE ROD #1-2-4 NO. OF HOLE IN WHICH PIN WORKS	3						
	1						
IMPROVED CLEARANCE SWITCH LINED CLEAR							
IMPROVED CLEARANCE SWITCH OPEN							
IS SWITCH NO. OR SIDING	M.L	M.L					
SIDING	SID.	SID.	=	=	SID.	SID.	SIDING

SWITCH STAND
- CLOVER DALE

PRESTON - CLOVERDALE

450 +93	451 +93	452 +240	2 +66	449 +497	448 +837	449 +716	447 +1092	447 +1032
		LT.	SB RT.	LT.	LT.	"	LT. TO 9	SB RT
RT	RT					RT		RT
=		LONG 3		LONG #3	LONG #3			
T	L	T		L	T	T	L	T
1.5	1.5	1.35		1.15	1.22			
		.44		0.5	0.44			
3.46	3.45	3.82		3.85	3.89			
		.43		.40	.47			
1.5	1.5	1.2		1.22	1.13			
6.0	6.0	6.1		5.9	5.0			
9.2	9.2	9.15	9	9.1	8.05	9.6	9.1	9.5
					7.2			
3	3							
4	4							
ML	ML	ML		ML	ML			
			SAME			SAME	SD	

DOWN - DEPTH - TO

18 FROM DRIFT BOOM TO SHOW IN BOOM

HEEL	LHEEL		LMID		SWING	
		396	577	209	193	102
512	496	407	396	603	437	874
716	488	282	993	796		
		LT MIDDLE #1	LOB	LT =	LT MIDDLE #4	LT
	RT MIDDLE #4					
	1.5	1.5		1.5	1.5	1.5
	3.45	3.45		3.46	3.46	3.45	3.45
	1.5	1.5		1.5	1.5	1.5
	6.0	6.0		6.0	6.0	6.0
	9.2	9.15		9.2	9.2	9.3
	3	5		3	3	4	4
	4	4		4	4	4	3
	ML	ML K=1.2 F=1.1		ML		ML	ML

SPLIT = 4 IN LONG

44 →	=	96+69	EZ-ROLL				STATION FROM TIME TABLE
910 +319	889 +119	887 +435	884 +049	705 +572	695 +2.09	644 +9 629	ENGINEER STATION
REVERSE STAND	LT			LT	LT.	LT.	IS STAND ON LEFT OR RIGHT
SPRING ROL	LONG #3	RT =	R LONG #3	MALE #4	FEM. #2	FEM. #2	KIND OF FROG STAND & FROG DOES SWITCH LEAD - TRAIL
L	L	T	L	T	L		
	1.17	1.4	1.2	1.5	1.5		"C"
	.46	.46	.46				"M"
	3.83	3.86	3.81	3.45	3.47		"A"
	.48	.47	.47				"N"
							"O"
							"P"
	1.23	1.16	1.21	1.5	1.5		"D"
	6.0	6.0	6.0	6.0	6.0		"E"
78 SEE PAGE	9.15	9.1	9.1	9.2	9.25	9.2	CLEAR - TO RD FROM G TR. CLR. TURNED TO RAIL ON LEFT OR RIGHT TIE
				4			INTAPE - NO. 1-2-4 NO. 3 AS IN CONNECTION WITH GT. RAIL
				4			
							IMPAIRED CLEARANCE SWITCH CLEAR
							IMPAIRED CLEARANCE SWITCH OPEN
	ML	ML	ML	ML	ML	ML	IS SWITCH IN ML OR OTHER
NO.							

VK1

V94 +44°	V94 +25°	V39 ×873	V36 +20°	V37 +23°	V96 +09	V29 +45°	V26 +26°	V96 +21°	V92 +32°	V93 +05°
/	/	LT.	LT	LT	LT	LT	LT.		LT.	
RT	RT	RT			LONG #3	RT.	RT.		RT	
LONG #3	=	LONG #3	=	LONG #3	/		=	=	LONG #3	LONG #3
			L	L	T	T	L	T	L	L
1.25			1.20	1.15	1.2		1.15	1.39	1.39	1.15
.45	Bad		0.5	0.5	.41		.44	.40	.45	.50
3.85			3.85	3.89	3.85		3.87	3.81	3.88	3.85
.43	No. Bad.		.46	.46	.45		.43	.50	.44	.41
1.19			1.31		1.29		1.20	1.25	1.32	1.23
6.0			6.0	6.1	6.0		6.0	6.0	6.0	6.0
9.25	7.65	7.9	9.1	9.10	9.15	9.9	9.25	9.1	9.15	9.2
								9.25		

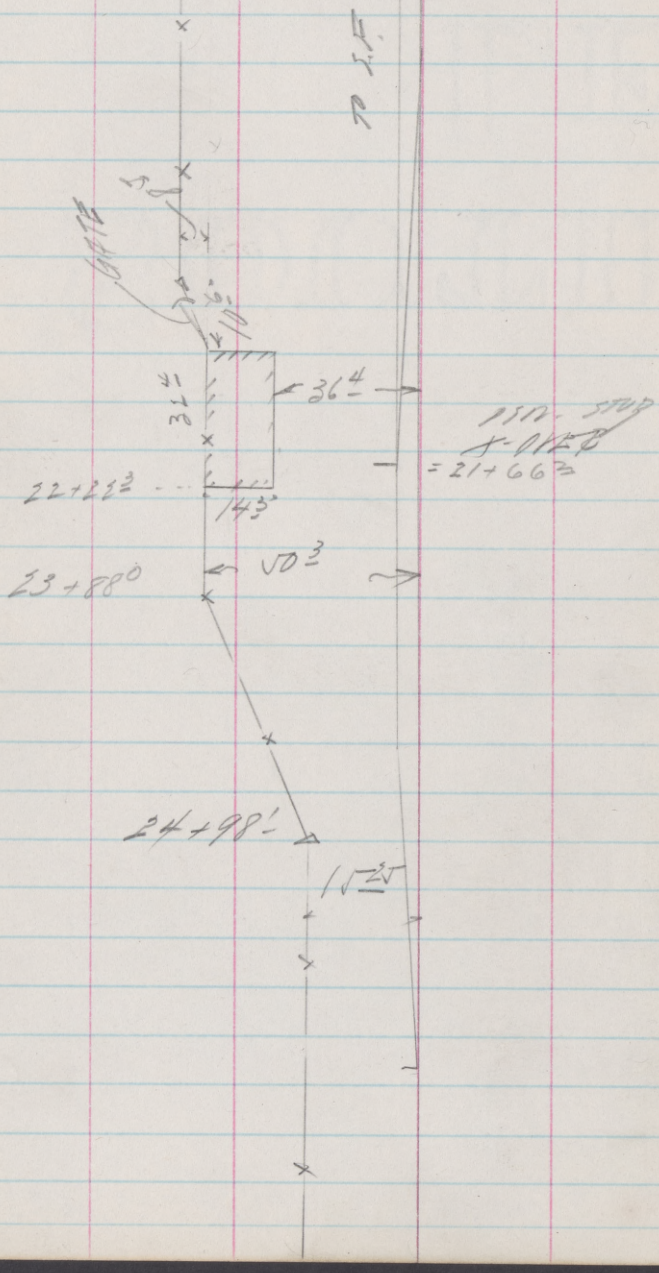
REDWOOD CAL-> UKIAH

-HARLEY DELL

| | | |

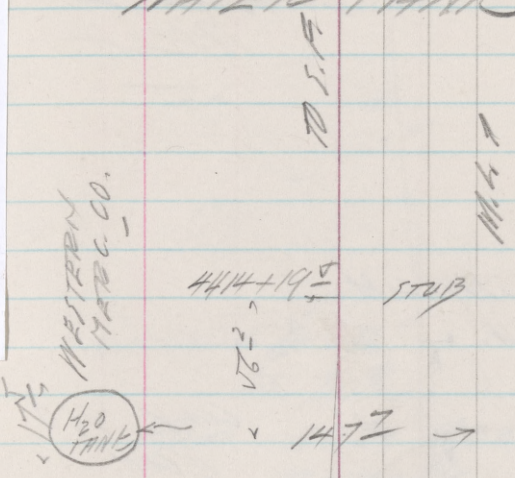
- CLOVERDALE

LOCATION SEC. TOOL HOUSE -



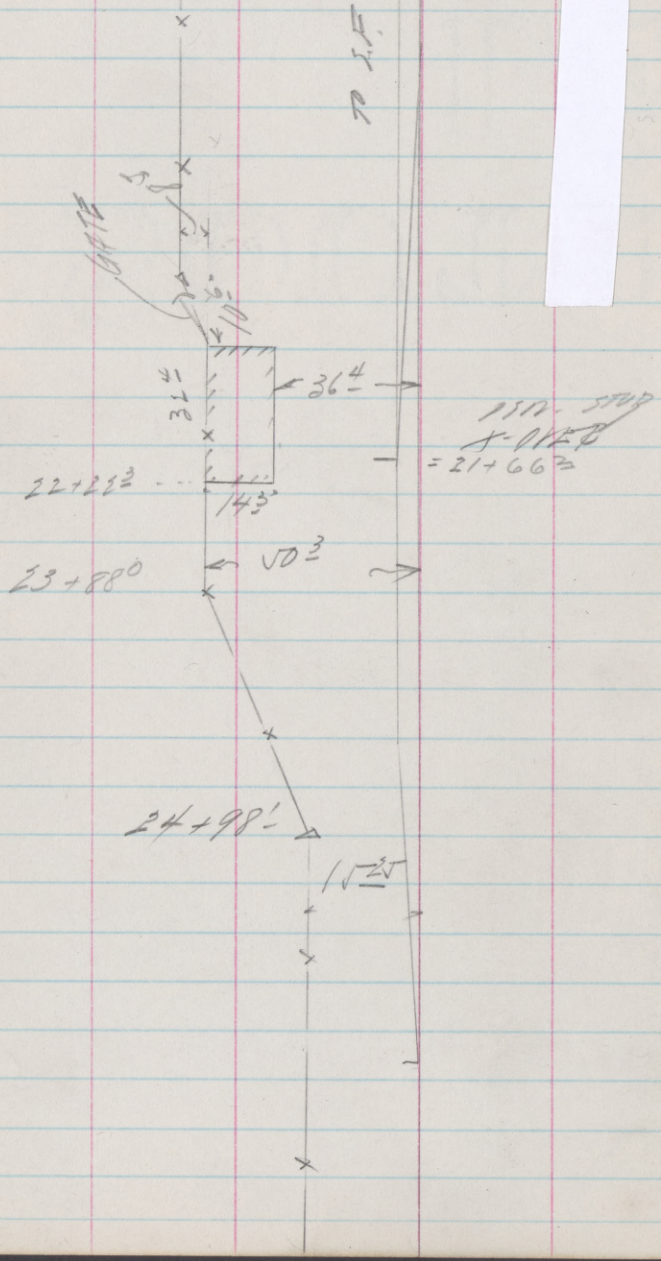
-GLOVERDALE-

LOCATION NEW WATER TANK



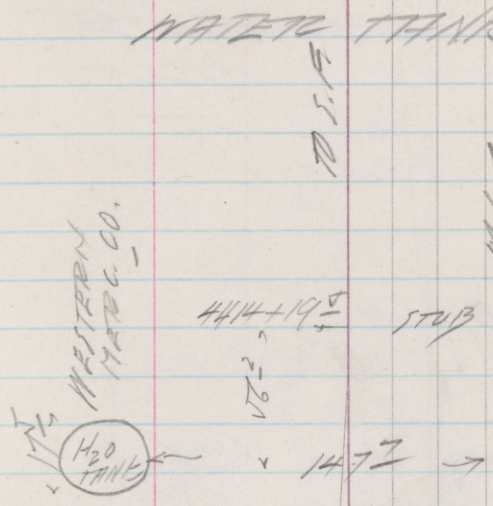
-CLOVERDALE

LOCATION SEC. TOOL HOUSE-



-CLOVERDALE-

LOCATION MEN
WATER TANK

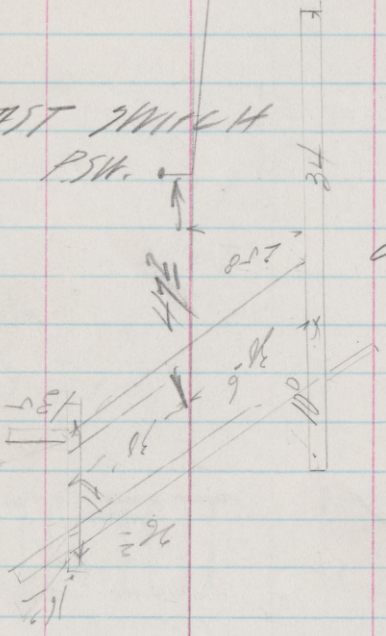


FOUNTAIN

LOCATION
CONCRETE
DECK

EAST SWITCH
PSH.

CURV. 9°6
12' CON.
DECK



- HOPLAND

CHECK RAIL IN SIDING—
WEST SWITCH = 0 + 00

Sta.	Lt.	℄	Rt.
0 + 00		75#	
3 + 65 C			75/56
3 + 85 ℄	77/56		

CHANGED 56# TO 75# FOR NEW WORK REPORT—

MARCH 20 - 46

R.S.F.

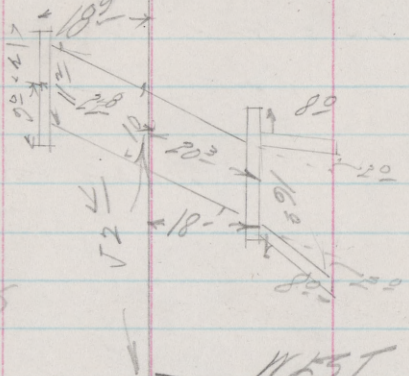
LABOR

LOCATION

CONCRETE

ARCH

103C



No
wire
marks

C

28

-HEIAH-

STANDS MIDWAY SIDE

METAL STANDS - DETAILS

R.S.F.

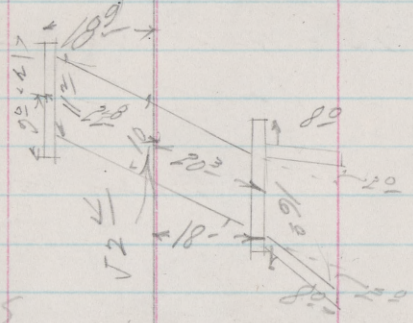
LAREDO

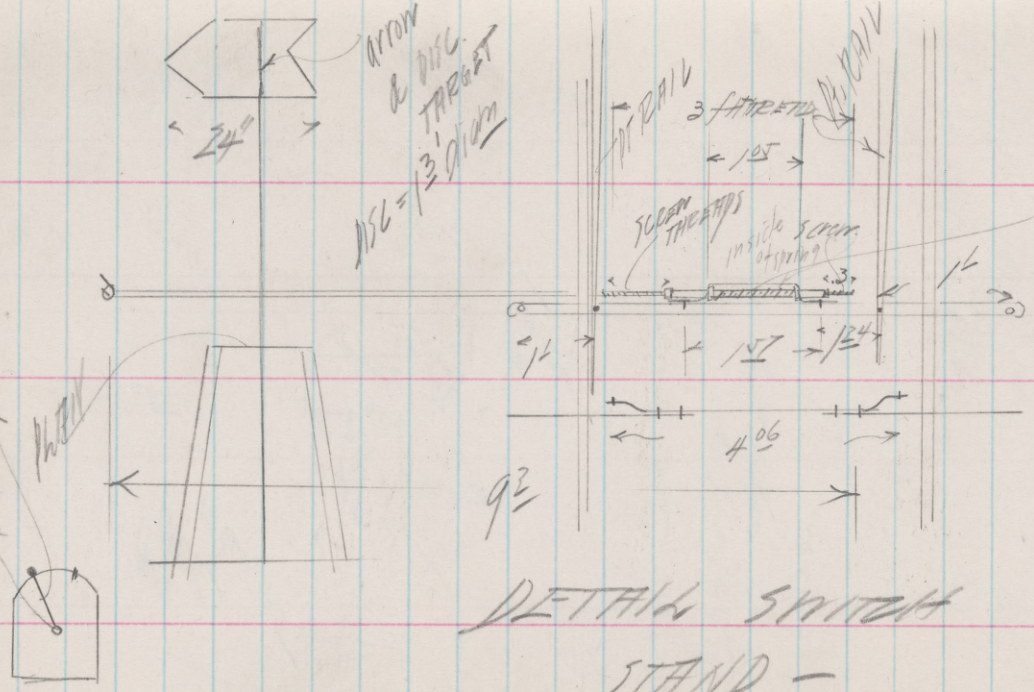
LOCATION

CONCRETE

ARCH

103C

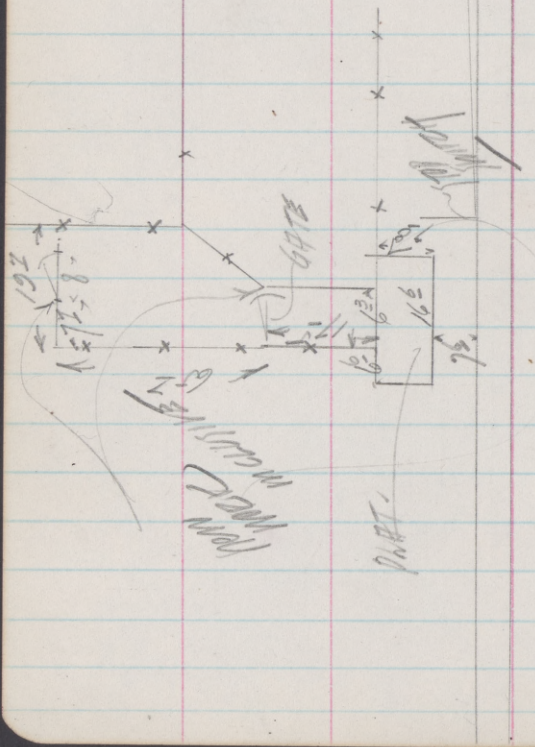

18°
8°
20°
18°
8°
20°
20°
20



DETAIL SWITCH STAND — STAND-UP SPIKE

— UKIAH —

PLAT FORM -
ON CORRECTION



— UKIAH —

RAIL IN CRANE SPUR

P.S.V. = 5926 + 26 I — 0.00

Sta.	Lt.	℄	Rt.
0+00		65#	
0+90 ±		65/56#	
5+56 }	Put in 56#		Rt
5+83 }	27 STEEL.		Rt.

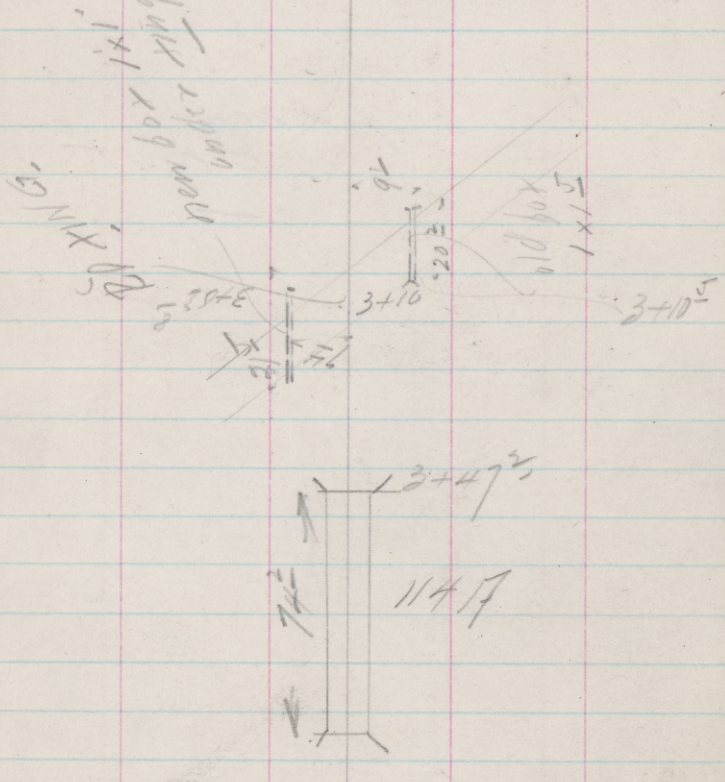
for new work report

— 11 —

NEW WORK
REPORT
RENEWED
114 FT

5953+70
03+47
5987+17 W.L.
74
5957+91 EL.

5953+70
0+00

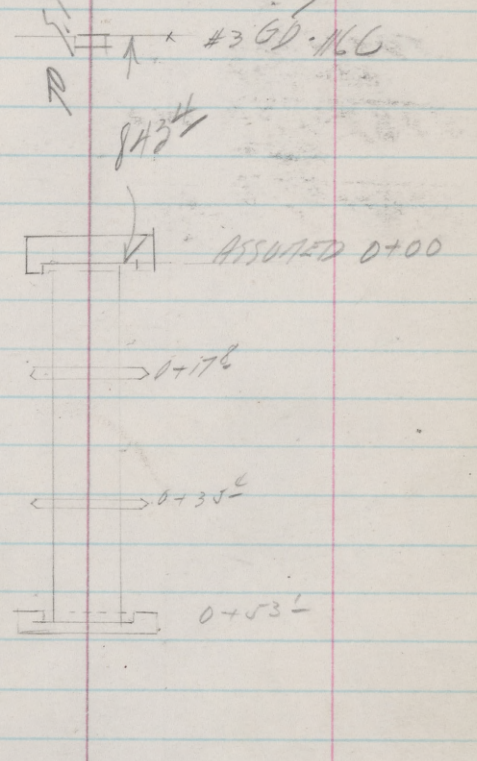


EAST OF VEIAH

LOCATION: TREST-116 D.

CONCRETE DIERS

STEEL I BEAM GIRDERS

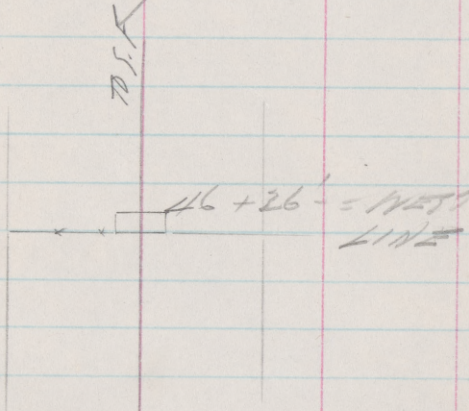


Sketch of
1" = 2'-0"

- REDWOOD -

- VALLEY -

LOCATION NEW CO #3
WEST of WEST SWITCH



6347 + 89

HAYES
0'22"
49 + 71

RED WOOD

VALLEY-

NEW C&O EAST

END YARD-

for new work report

N 5° W

EAST SWITCH.

6065+87½

1577-

#3661-

RED WOOD

+- SECTIONS ON RT

STA

38- 00 = TOP TIE

0 -1.0 -1.0 -2.8 -3.0 -1.0 -0.8
4 7 9 14 40 45 49.6 fence

39+00

0 -1.1 -1.1 -2.0 -3.0 -2.0 -1.0 -0.3
4 7 14 16 24 36 41 49

40+00 0 -1.3 -1.3 -2.4 0.0 -0.6 00
4 7 9 12 18 20 49.6 fence

40+50

℄ DRIVE-HING-

CULVERT LEADS FROM +-ING WEST

41+00 0 -1. -1. -1.5 -1.5 +1.0 +1.4
4 7 9 10 11 13 15

+1.1 +1.0 +1.8
18 35 49

42+00

0 -1.1 -1.3 +1.2 +0.6 +1.0 +3.0
4 7 10 14 17 37 49

TO R.S.

12"+16" TO BE EXTENDED 12" 42+27 42+30

42+30

0 -0.9 -0.9 -1.5 +1.2 +3.5
4 7 9 13 25 49

VALLEY

RELATIVE SIDING EXTENSION

Plotted 4/3/16 Fee

N-499

33

43+00

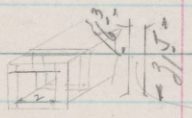
0	-1.0	-0.5	-1.0	-0.8
4	7	9	26	49

44+00

0	-1.2	-1.2	-0.6	-2.0	-1.0
4	7	8	11	18	49

45+00

0	-1.2	-1.2	-3.0	3.4	-0.6	-0.2
4	7	9	17	30	38	49



45+48.5 T

0	-5.0	-4.6	-1.0	-0.8
4	16	31	46	49

46+00

0	-1.0	-1.3	-2.2	-3.0	-6.0	-6.0	-3.0	-2.5
4	8	13	13	20	26	29	36	49

46+67 ℄ PERP. TIES -

47+00

0	-0.8	+0.4	-3.0	-2.0	-2.0
5	8	12	39	47	49

48+00

0	-0.7	-0.7	+0.9	-2.2	-3.5
11	13	16	19	44	49

REDWOOD

48+25

0	-1.0	-1.0	-4.3	-4.4	-3.0	4.3
9	12	14	21	28	38	49

48+55

0	-0.8	-0.5	-2.0	-4.0
10	12	14	36	49

49+00

0	-0.8	-1.0	00	-1.3	-3.2
12	15	23	26	45	49

50+22 ℄ REINING

50+00

0	-0.4	-0.6	-4.0	-4.0	-3.7	-3.8
19	20	24	39	43	46	49

51+00

0	-1.1	-1.5	-2.6	-1.5
17	20	27	41	50

52+00

0	-1.1	-0.8	-1.6	-2.2
17	21	29	32	50

52+50

0	-0.4	-0.5	-2.6	
18	21	30	50	38 ℄ RD

53+00

0	-0.9	-1.0	-3.3	-3.3	-3.2	0.0
17	20	22	35	50	55	70

38 ℄ RD

KALLET. 5 LINES

+- SECTION - REAR EXTEND

from Sta. 52+50
to 55+00 RD IS IN CUT -
necessary to grade for
RD40 in B&B new siding -

53+25

0	-1.0	-1.0	-2.2	-3.3	-3.3	-3.2
17	20	23	28	34	38 ℄ RD	40

-0.7	-0.6
46	60

54+00

0	-1.1	-1.1	-2.6	-2.6	-0.8	-0.8 level
18	20	30	36	39 ℄ RD	50	65

POLE LINE 44 ± ON RT ←

55+00

0	-1.1	-1.1	-2.6	-1.8	0.8	0.8
18	21	32	42 ℄ RD	47	52	65

56+00

0	-1.1	-1.8	-1.5	-0.8	-0.8	-1.8
18	21	31 ℄ RD	34	36	50	60

57+00

0	-0.8	-1.3	-1.3	-0.8	-0.9	-1.8
18	21	31 ℄ RD	38	44	53	60

58+00

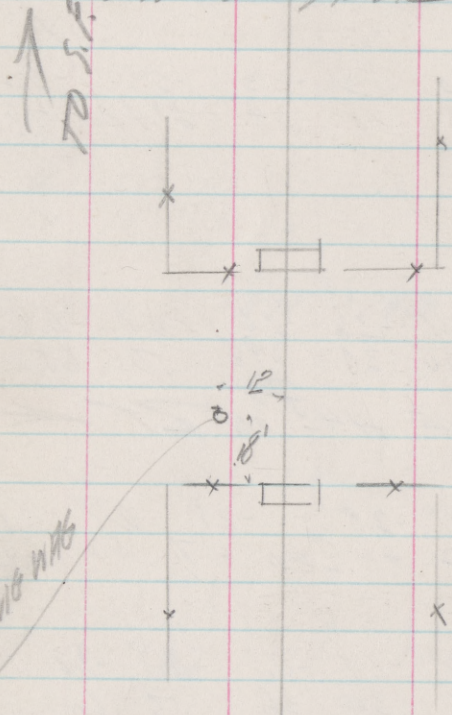
0	-1.0		-1.6	-1.8	-2.8
18	22	31 ℄ RD	37	50	60

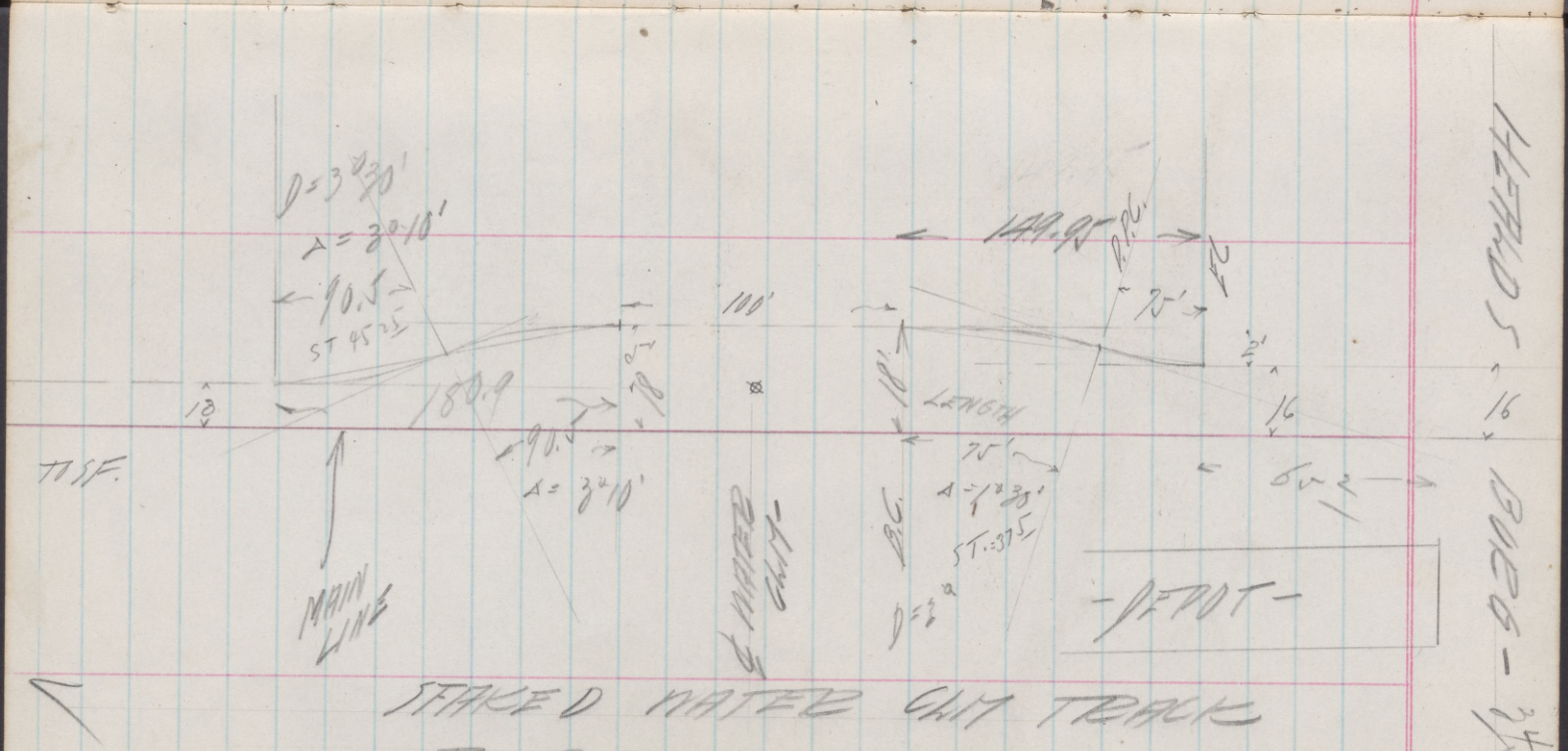
59+00

0				-1.0	-1.0
17	-1.0				
	19	℄ RD = 7		45	60

- HEADS BURG -

LOCATION ELEC. LIGHTS -
1ST. ED ANG
WEST ON SHELL
OIL CO. FDOR.




D = 3° 30'
Δ = 3° 10'
90.5
ST 45.25
180.9
90.5
Δ = 3° 10'
100'
18'
2%
2%
TO S.F.
MAIN LINE
STAKED
CUT
180.95
2%
24'
2%
2%
16'
LENGTH
75'
Δ = 1° 38'
ST. 37.5
D = 3°
16'
60'
DEPOT
STAKED WATER CUT TRACK
TO BETTER ALIGNMENT — MARCH 21-16
HEAD 5 - 16 - BUDD - 34 - 16

OVERNEVILLE BRANCH —

101.6 ± 3/4

100.6 ± 1/4

100.5 ± 1/2

6.8 DIA

100 ± 1/2

100.3 ± 1/4

101.8 ± 3/4

101.9 ± 3/4

75+36 - EC

101.9 ± 1/2

101.1 ± 1/2

100.9 ± 1/2

40' Cattle Guard

14+46.4 CC T1

3/4 ± 101.1

101.1 ± 1/2

100.9 ± 1/2

$\frac{+}{2}$ 100.3

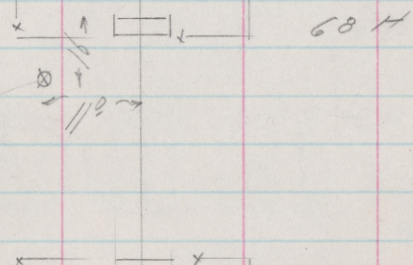
$\frac{+}{2}$ 100.9

$\frac{+}{3}$ 101.8

$\frac{+}{3}$ 101.2

INVESTIGATION - DERIVATIVE
PROP. OF MIN. WORK

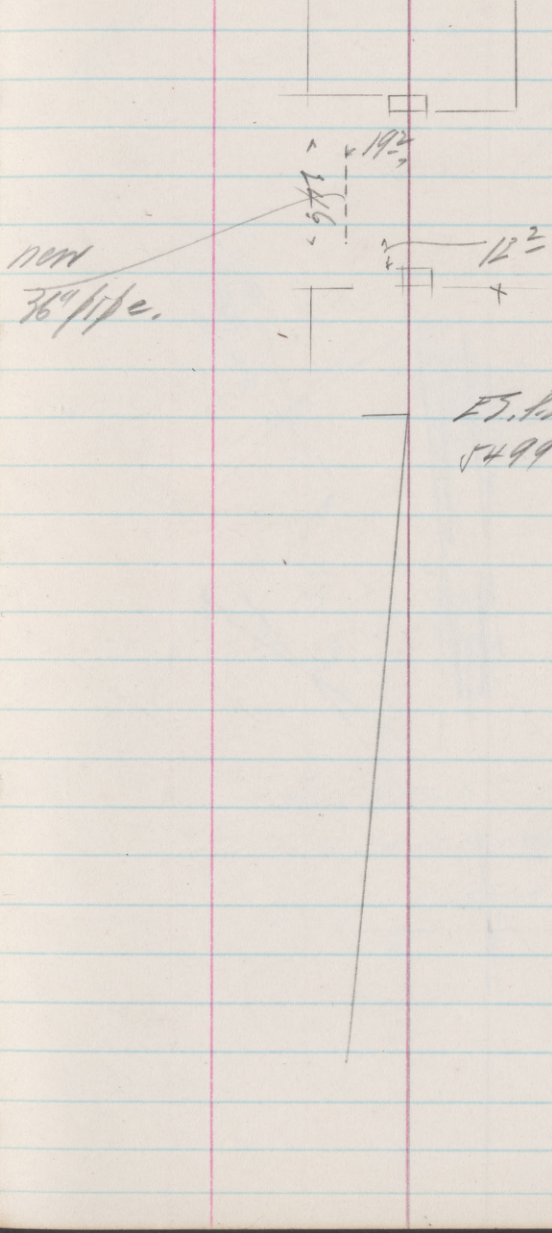
— OLIVETO —

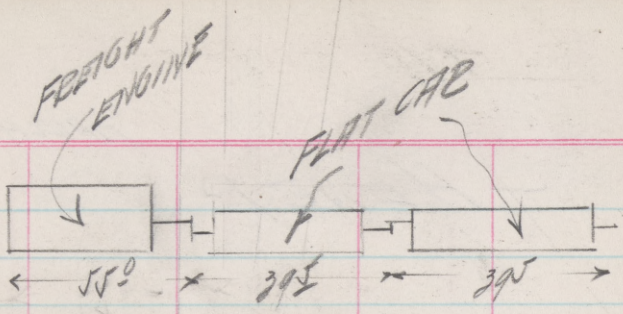


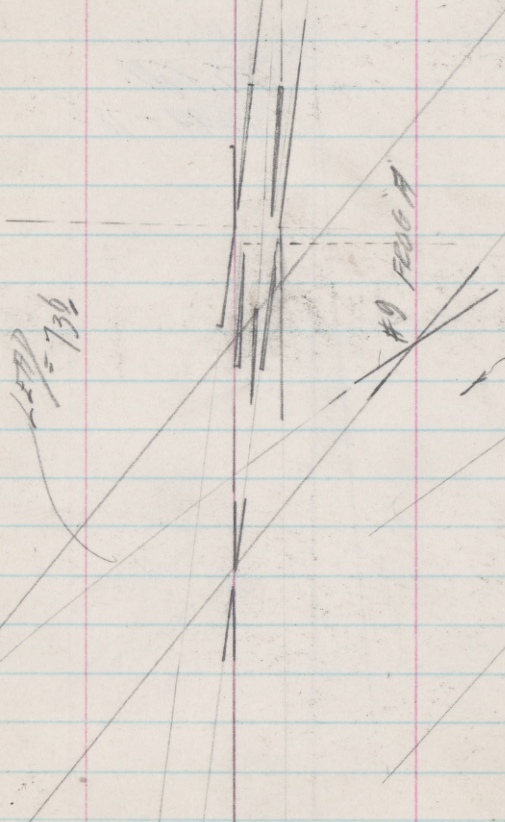
LOCATION
ELEC. MOTORS

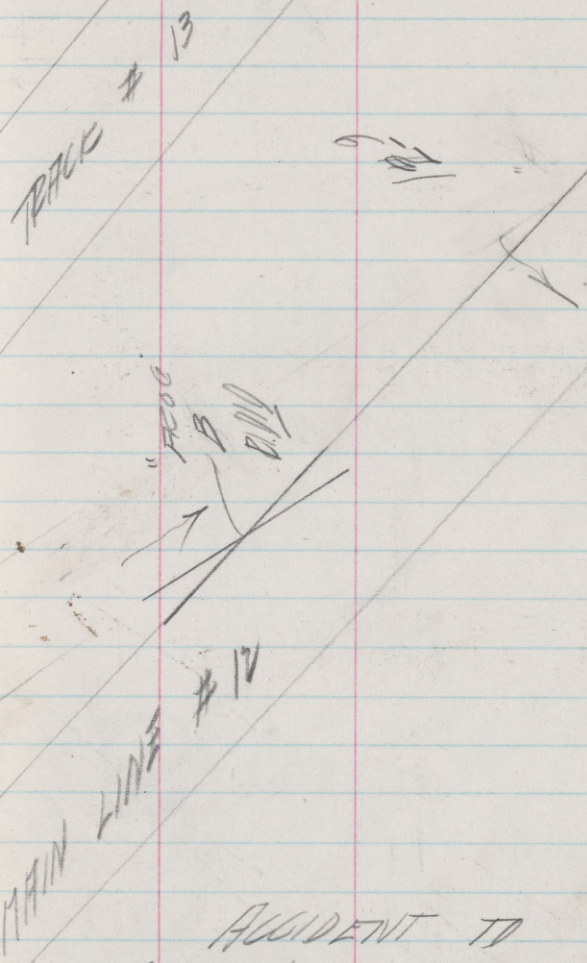
MARCH 1916

-HENEY-

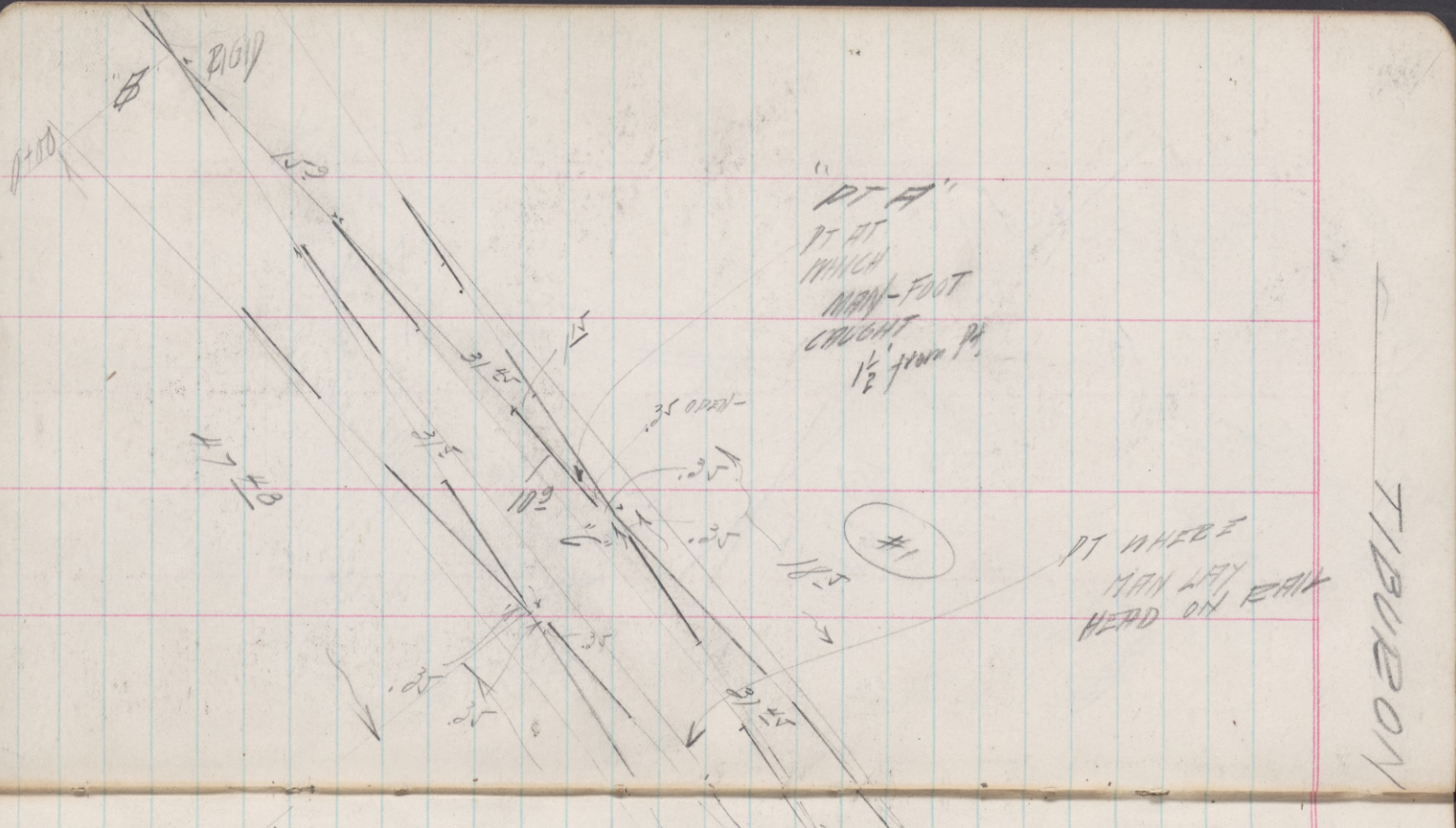


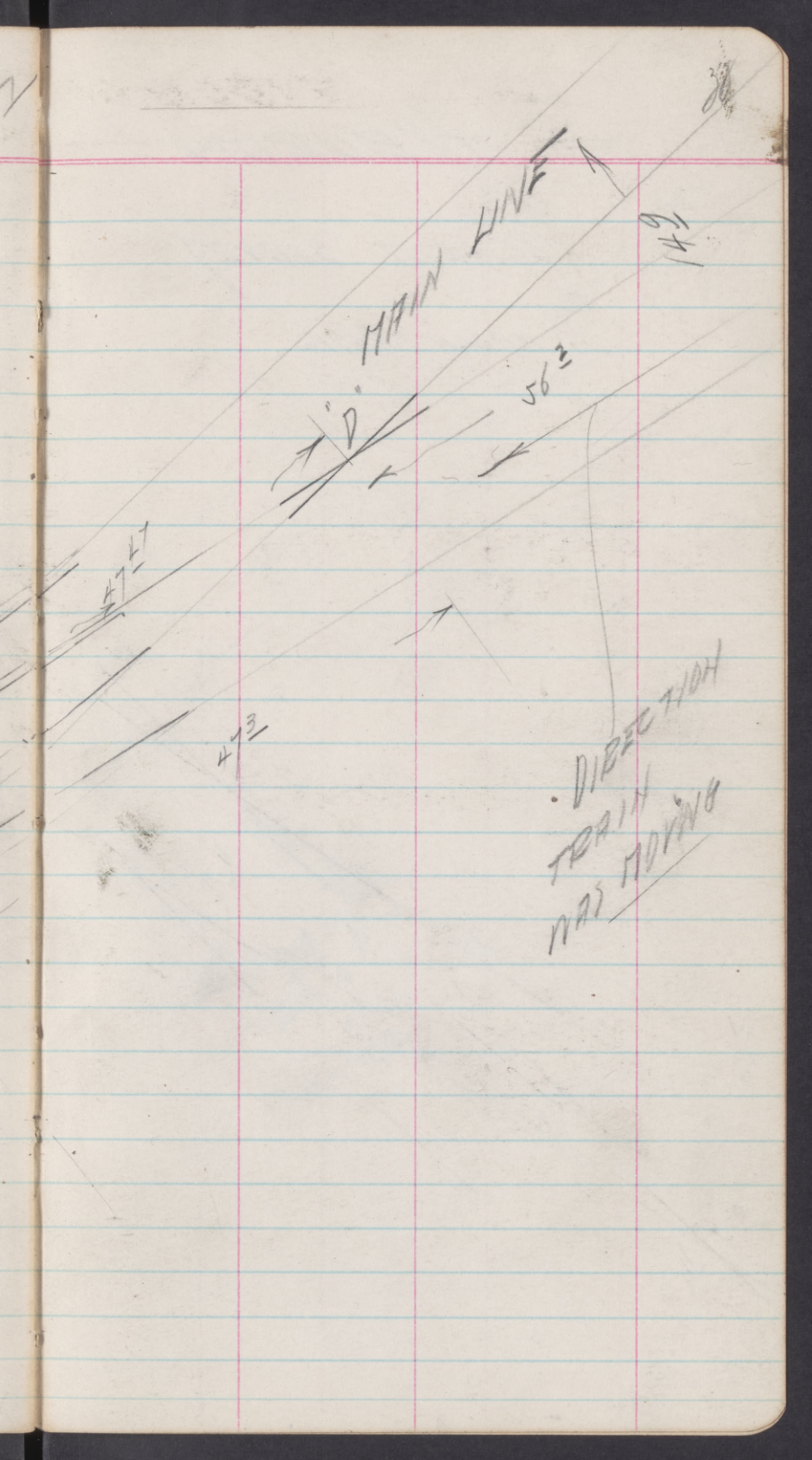

FREIGHT ENGINE
FLAT CAR
55'
39'
39'


#9 FROG
24°
LEAD
7'3"



ACCIDENT TO
SECTION LABORER -
MARCH 29 - 1916 -

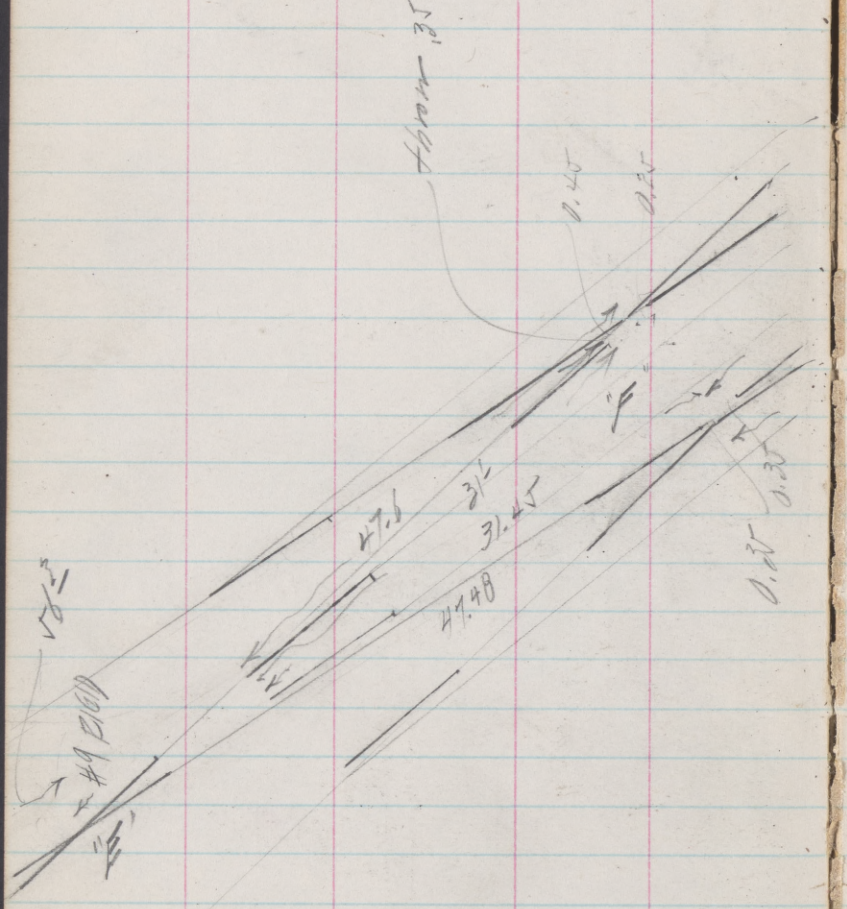

"A"
PT AT
WHICH
MAN-FOOT
CAUGHT
1½' from PA
PT WHERE
MAN LAY
HEAD ON BAR
#1
TIBURON

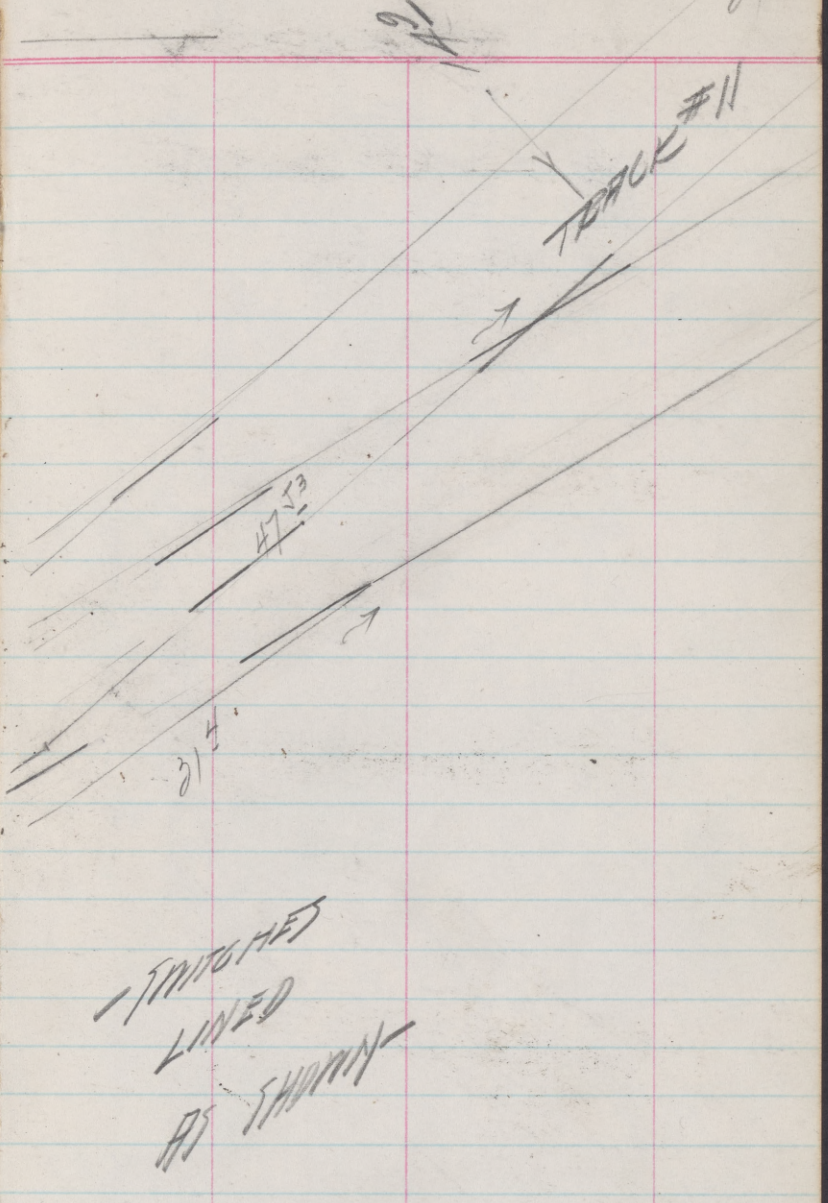

MAIN LINE
"D"
56 ½
47 ½
47 ½
47 ½
DIRECTION
TRAIN
WAS MOVING

— TIBURON —

ACCIDENT SURVEY

MARCH 30 1916





- SWITCHES LINED AS SHOWN -

KENTFIELD.

NEW LOCATION - SPUR TRACK.

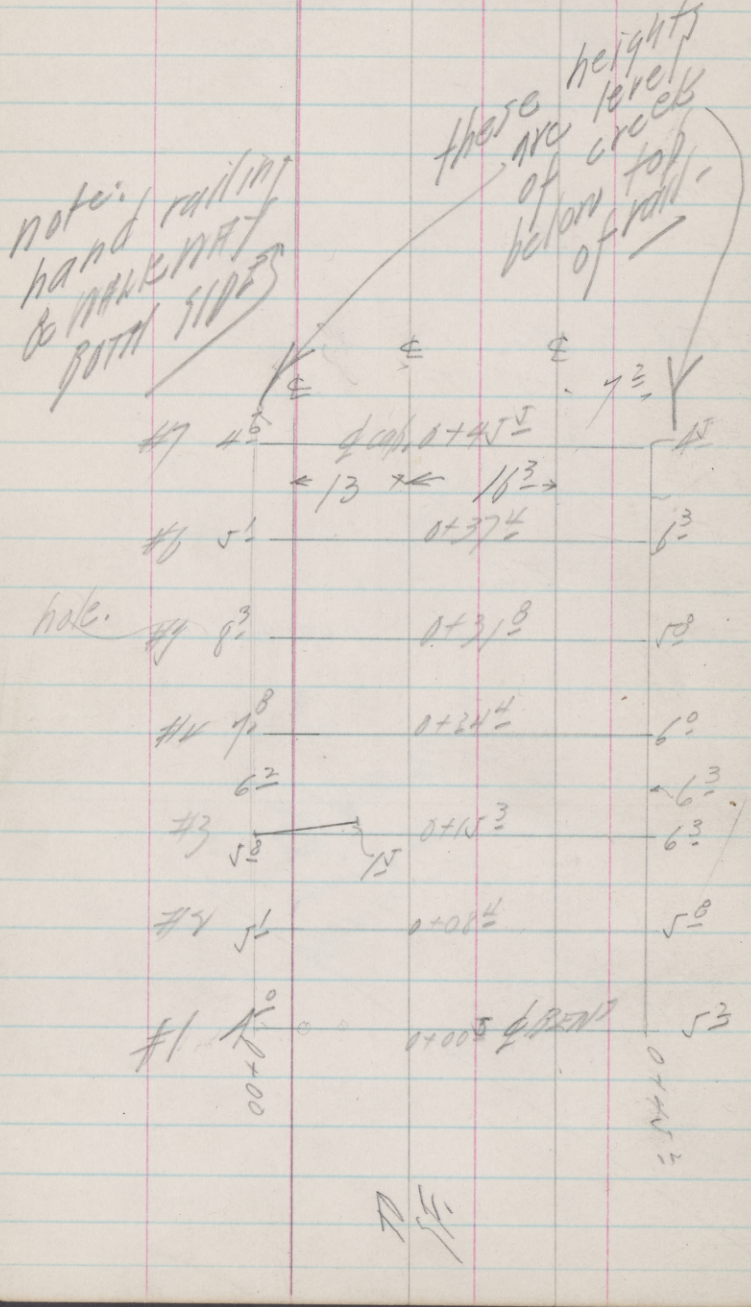
DATA FOR N. WORK REPORT

SOUTH RT. STARTED APRIL 8 1916

STATION.		STAKES ARE TO RIGHT OR LEFT ACTUAL & TRUE.
0+00 P.S.W.		
0+64.3 P.T. #9	B.C.	0.0
	15° LT.	LT. RT
0+89.3	Δ=12°45'	0.12
1+14.3		0.03
1+49.3	E.C.	0.30
	6.3	
1+55.6	B.C.	0.45
1+80.6	N°ET	0.15
2+05.6		0.25
2+30.6	Δ=19°07'	0.80
2+55.6		0.20
2+83.04	E.C.	0.20
3+00		0.00 0.00

Plotted by
W. J. Cochrane
Apr. 29. 1916

DATA TEXTILE - 5 V 4



Plateau 4/13/16.
Pd. pencil sketch not indexed.

BENT #1.

0+03 PILE ROTTED

0+08 2-9 caps.

0+13.5

0+14.5

0+16

0+21 2-12" caps.

0+23.5

0+28.5

0+32

0+35

0+39 1-12" cap

0+42

BENT #2

0+04

0+07

0+09

0+11.5

0+16.0

0+20

0+22.5

0+26

0+33

0+37

0+40.5

0+29 No. cap.

0+32

1-12" cap

0+41.5 end cap

13+.6' old. Rotted.

27

BENT
#3

0+03½
0+08 PILES.
0+13 cap 2-12" caps.
0+14.3 end & BEGIN
0+16½ mod sill.
0+19½ 4 mod. sills 2-12" caps
0+23½ posts.
0+26 28.6 end cap

29.8

0+32 PILES
0+35 1-12" cap. good piles
0+39½
0+42
0+42 end cap.

BENT #4

0+00 = BEG. CAP.
0+04 P - good piles.
0+07 P 1-12" CAP.
0+09 P
0+12 P
0+14½ end & BEGIN CAP
0+16 0+14.6 BEGIN CAP.
0+20 4 PILE 1-12" cap
0+23
0+26
0+29.3 END CAP
0+32.2 BEG. "
0+33 P 3 PILE BENT

0+36 P CAPS - 1-12"
0+41 P
0+42 - END CAP

BENT #5 0+45 end cap
0+43 P. 1-12" Cap
0+39 PILE BENT
0+34
0+32 - 0+30 Cap BEGIN
0+28 END CAP
0+26
0+23 MUD SILL BENT
0+19 2-12" caps -
0+16
0+14 BEG. CAP
0+13 } 2 - ROTTED TRACK - SINKS.
0+09 } PILES. 2-12" CAPS -
the other piles gone

BENT #6 0+00 BEGIN - CAP
0+04
0+07 1-12" cap.
0+10
0+12 0+14 END CAP -
0+16 BEG CAP
0+17
0+20 1-12" cap
0+22 piles good -
0+26 0+28 end cap

#6

0+31 S

0+31 S

0+36 N

0+42 ±

0+31 S BEG. CAP

3 pile bent

1-12" cap good.

0+43 - END CAP

#7

0+43

0+39 ±

0+35

0+31 S

0+45 END CAP

1-12" CAP

0+31 BEGIN CAP

0+29 END CAP

3 old piles

2-12" caps.

0+35 N

46-P

0+31 S P

0+17 ±

0+15 E BEG CAP

0+15 E END CAP

0+13 S

0+09 ±

0+02 S

3 PILES TO BENT.

ROTTED

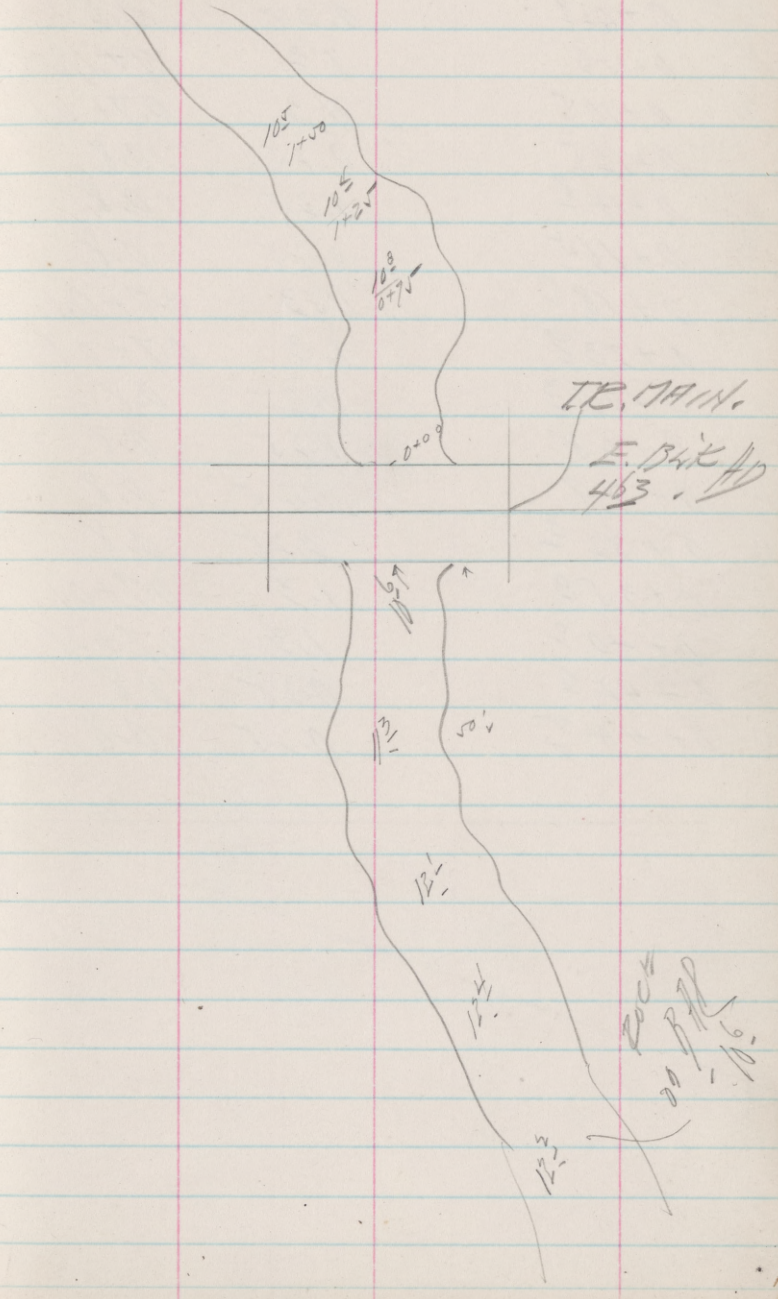
ROTTED PILE -

2-12" CAP

0+01 BEG. CAP

- IGNITION TEST -
- LEVELS. 25H

In stream.



4b — DECKING —

SPACING OF STRINGERS

		WIDTH	HEIGHT
1	0+00	0.25	0.8
2	0+02	0.25	0.8
3	0+05	1.3	.7+.1 PLANK
4	0+10	1.3	0.7+0.1
5	0+12	0.25	0.8
6	0+14	0.25	0.8
7	0+16	0.25	0.8
8	0+18	1.3	0.7+0.1
9	0+23	1.3	0.7+0.1
10	0+26	0.25	0.8
11	0+28	0.25	0.8
12	0+29	0.25	0.8
13	0+32	0.25	0.8
14	0+35	1.3	0.7+0.1
15	0+40	1.3	0.7+0.1
16	0+42	0.25	0.8
17	0+44	0.25	0.8

48

RE-RUNING OLD ℄ of
PATTON CAGE TO ESTABLISH
RIGHT OF

SEMI-TANGENT FIGURED TO RETURN A ON GROUND = 135.6

PRESENT B.C.

2nd STA.

B.C.

LENGTH = 487.3

Δ = 24°32'

T = 247.48

E.C.

1.08.7

T = 303.67

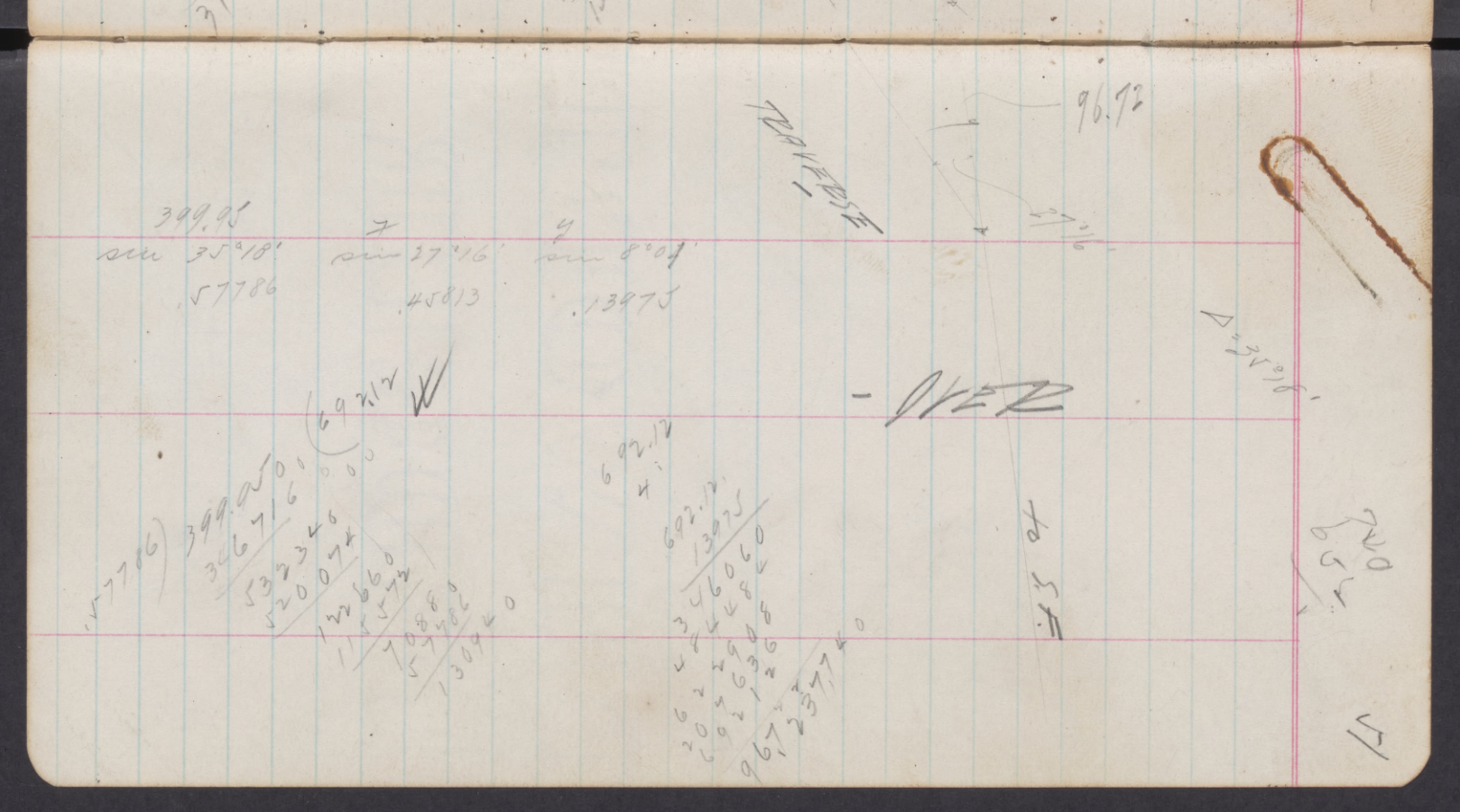
Δ = 35°10'45"

D = 6°55.37

- DATA OBTAINED FROM MAPS & RECORDS

JD

CORTE MADERA



V

CORTE MADERA

0 + 00	30.4		
1 + 00	30.7	32	
1 + 50	30.0		32
2 + 00		33	30.6
2 + 50			30.

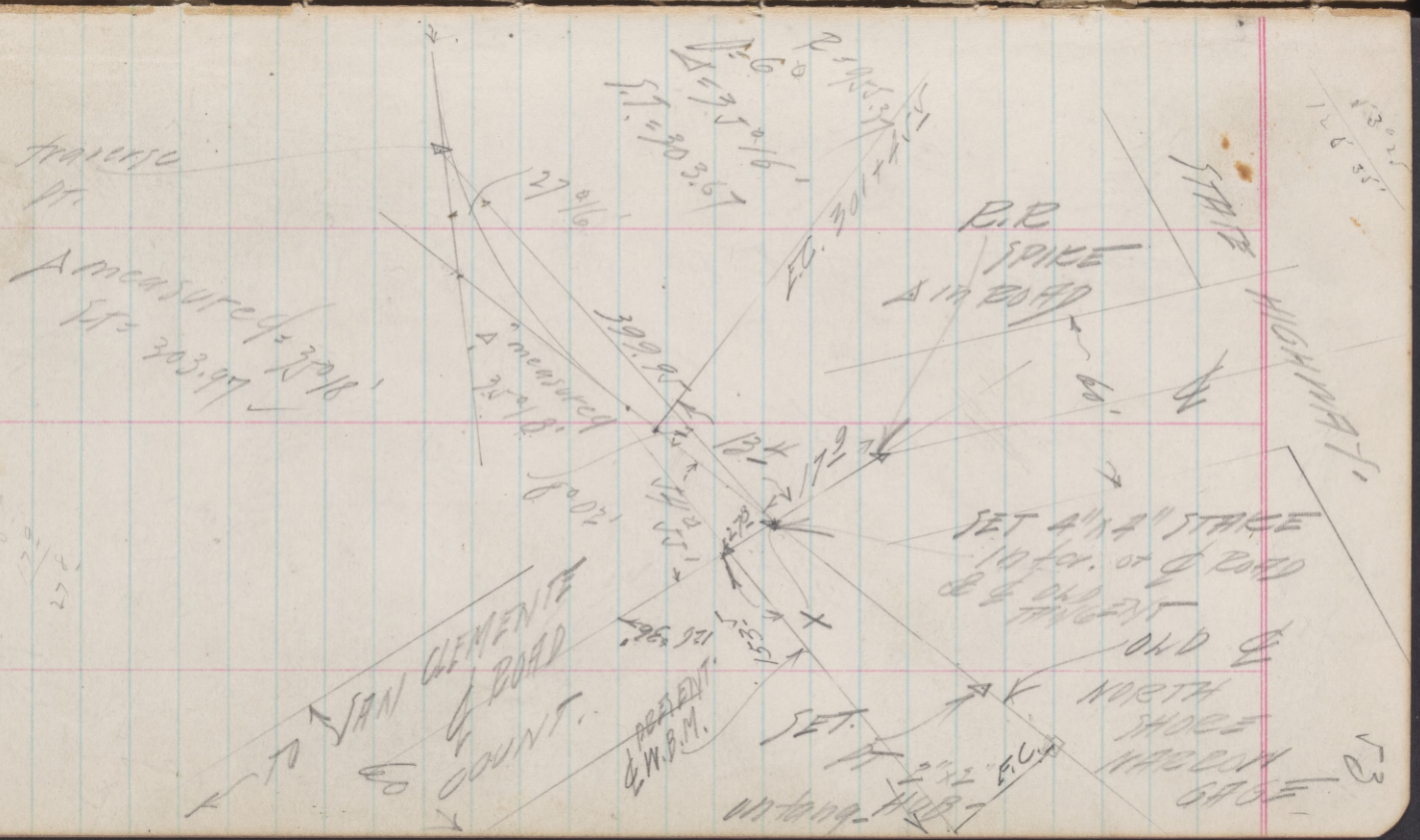
Base Line Station 0 + 00 at Center Line of County Road.

N 34° E

N 19° 30' E

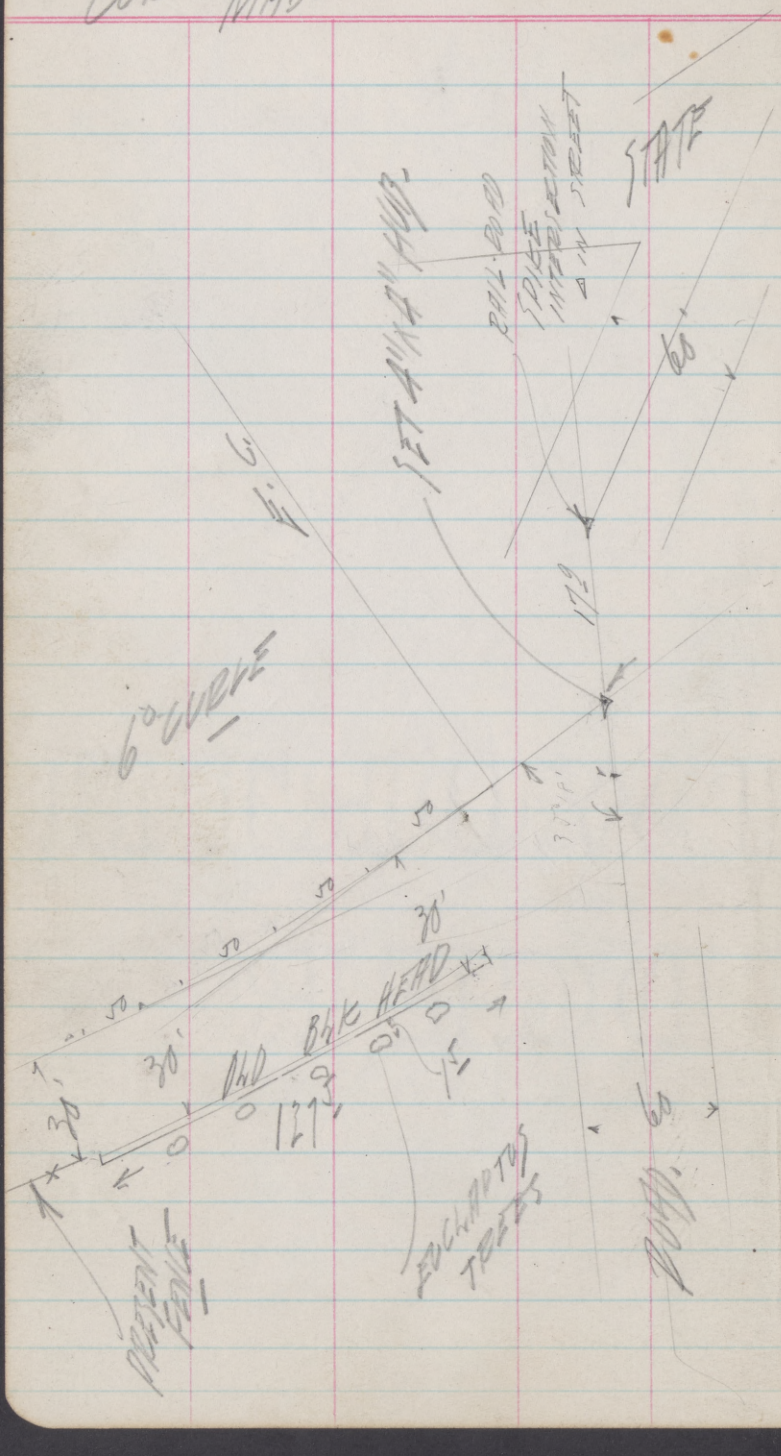
N 82° W

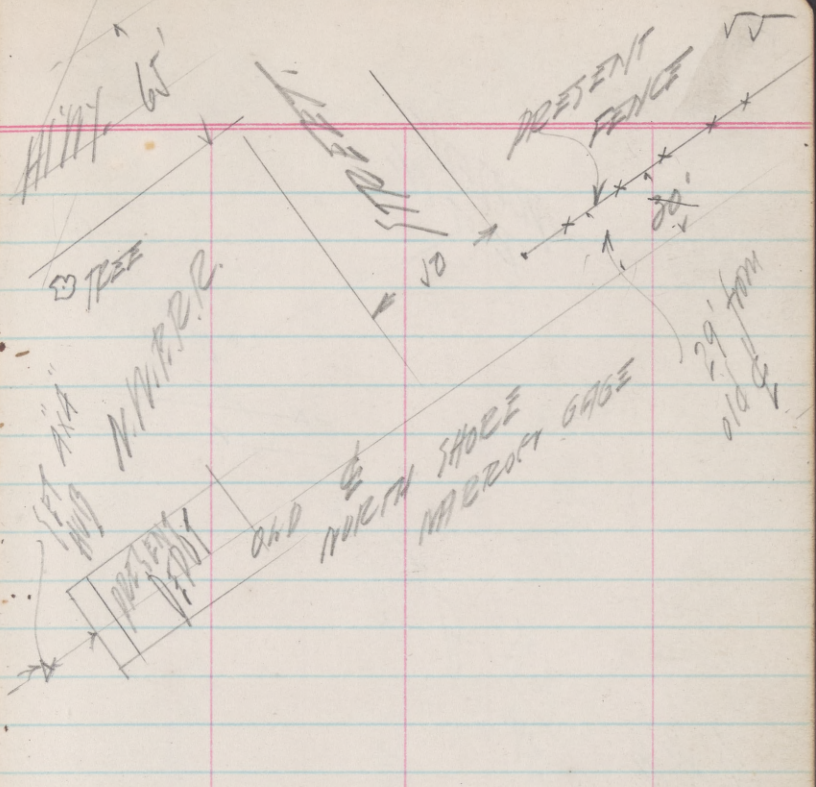
N 8° 30' W


Traverse
Pt.
Measured = 303.97
Ft
Measured = 303.97
R.R. SPIKE
IN ROAD
STATE HIGHWAY
SET 4"x4" STAKE
10 ft. W. of ℄ ROAD
℄ of HIGHWAY
OLD ℄
NORTH
HOUSE
HAVEN
SAN CLEMENTE
℄ ROAD
COUNT.
PERMENT
U.S.G.L.O.
SET
U.S.G.L.O.

54

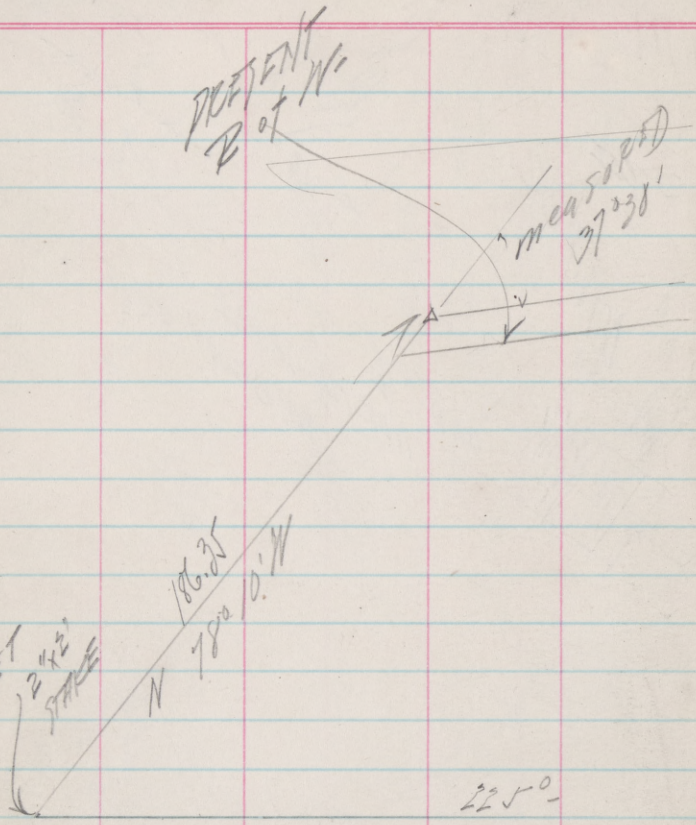
CORTE MADERA



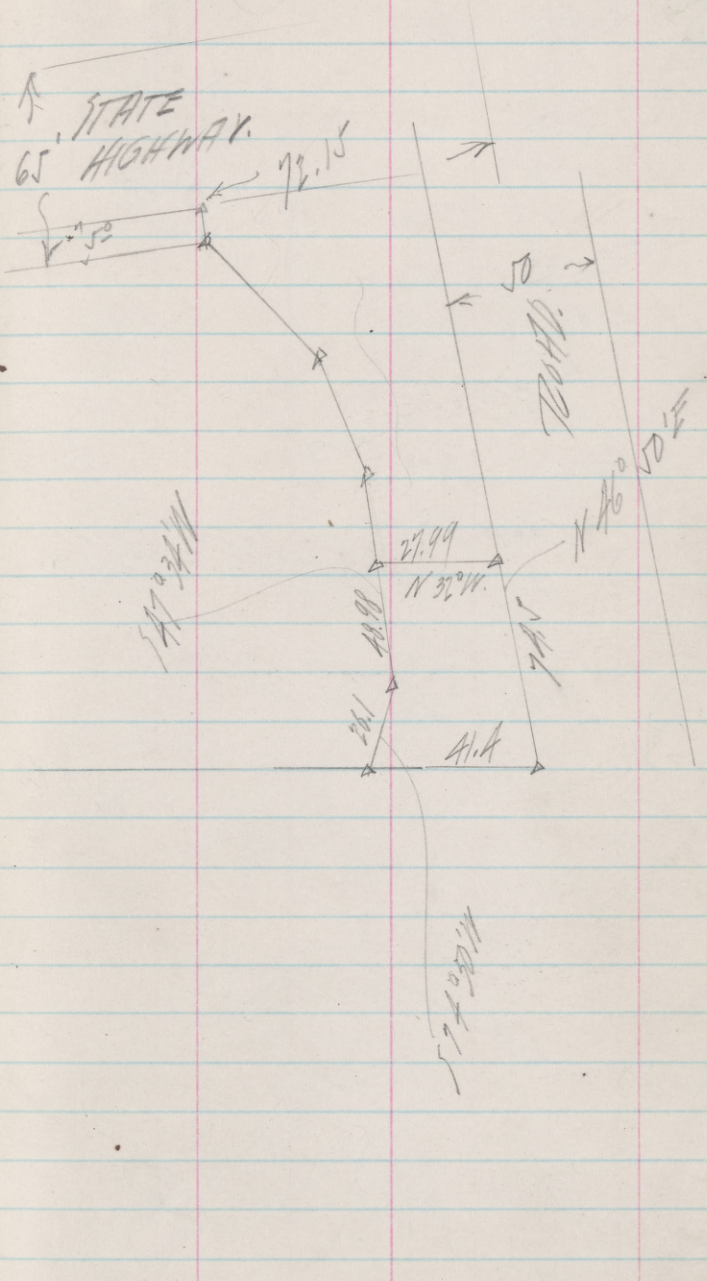


note: old BK HD - ON RIGHT
BEARS - 127.5' WEST OF
EAST LINE OF CAD - STA - 300+9½
& LIES AT EAST LINE
SAME CAD - 15 - 30' OUT
from ℄ of old NORTH SHORE
ALL TREES HERE ARE
OUT SIDE RIGHT OF WAY -

V6



CORTE MADERA



58

WEST

EAST

20 ft.

20 ft.

Pleated
4/13/16
Lee

B.C. 13+73.2 ±
22.5

P.I. #1 = 13+53+42.0
0+00

Feat 9
73±

P.I. #9 0+73.8

0+84.0±
P.C. 7° 30' Lt.

PRELIM

SOUTHERLY

1+64.0 E.C.

2" WIRE

13

2+00

0+0 SCALE PLATTSBURGH

15'+42

84

15'3

14'

2+31
15'5

2" TERRA COTTA 8" BOX

2+48

5"

BOX under main line.

9" x 9" x 14'

13+2+83.0 END TRACK

GLEN ELLEN

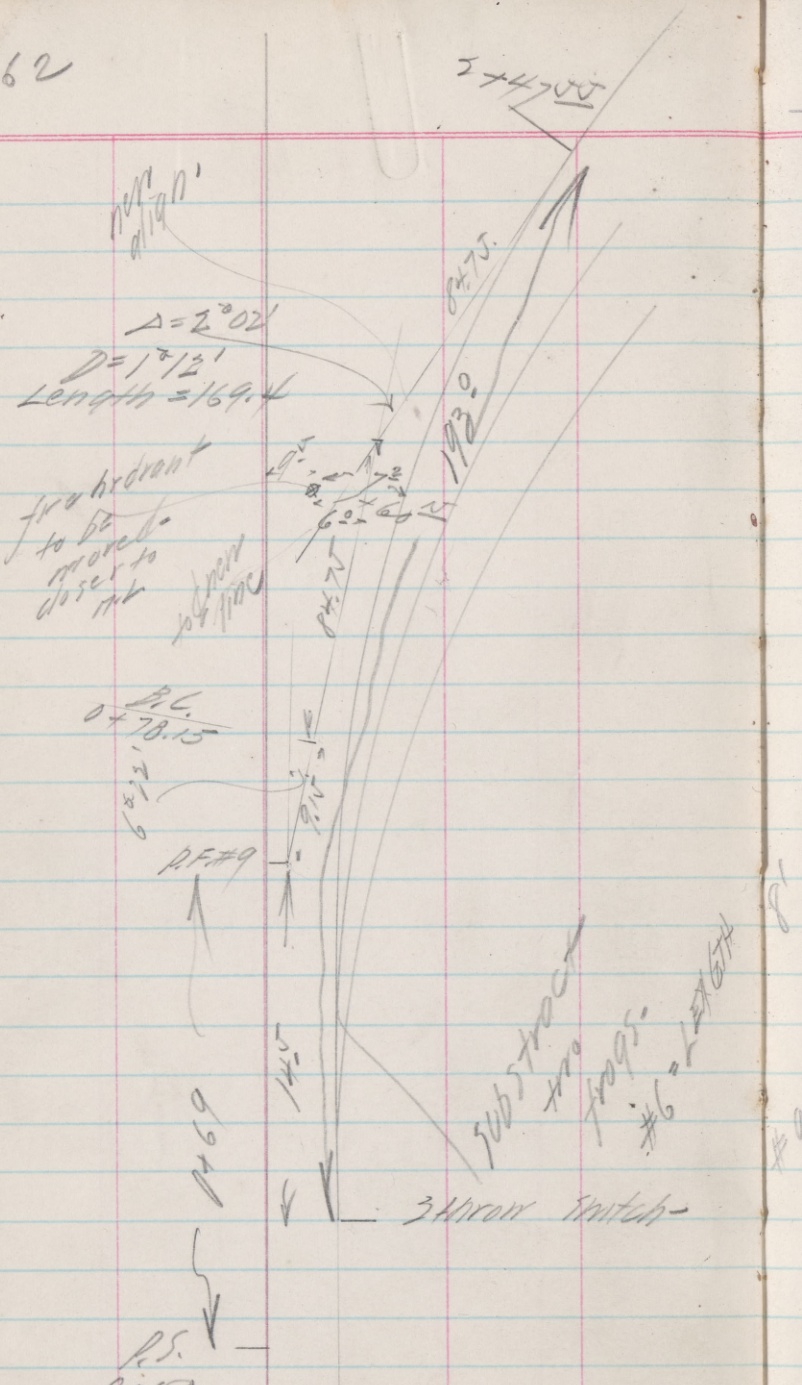
STA.	+	↑	Rod	ELEV.	DISTANCE ON LEFT NEAT EDGE TO EDGE BANK.
B.M.	3.86	103.86			
P.F. TOP RAIL R.L.			3.56	100.30	
P.F. GD			4.8	99.06	11
0+84 B.C.			4.8	99.06	
1+24			5.1	98.76	9
1+64 EC			4.8	99.06	7
2+10			4.5	99.36	7
2+31			4.3	99.56	5.5
2+60			4.3	99.56	9.0
2+83			4.1	99.76	8.5
TOP RAIL TRAIN LINE			2.0	101.86	

PUT TRACK ON TOP OF GROUND JUST ENOUGH READING TO SHOW.

PIPE SUPPORTED IN AIR

note: derail needed on spur

STAKED SPUR FOR MR. FELICE BEGINS APRIL 11 1916


new alignment
Δ = 2°02'
D = 1°12'
Length = 169.4
fire hydrant to be moved closer to mh
telephone pole
P.C. 0+78.15
P.T. 0+47.9
P.T. 0+47.9
P.T. 0+78.15
P.C. 0+00.
P.F. #9
#9 to #8 = 169.4
#8 to #7 = 193.0
#7 to #6 = 193.0
#6 to #5 = 193.0
#5 to #4 = 193.0
#4 to #3 = 193.0
#3 to #2 = 193.0
#2 to #1 = 193.0
#1 to #0 = 193.0
#0 to #-1 = 193.0
#-1 to #-2 = 193.0
#-2 to #-3 = 193.0
#-3 to #-4 = 193.0
#-4 to #-5 = 193.0
#-5 to #-6 = 193.0
#-6 to #-7 = 193.0
#-7 to #-8 = 193.0
#-8 to

— TIBURON ——

ELIMINATE

3 throw switch —

#8

#9 throw off.

64

MUD.

MUD.

CHECK ENGINE

P.SH. 1+00.

P.SH. 1+03.2 ROUND HOUSE TRACK

2+53.5 P.SH. ENG. STOR.

0+00 P.SH ENG. STORAGE

LEAD - 79.3

BOW BRANCH #11 L.F.SH.

1+27.5 OOZE 60#

1+00

1+50

2+00

2+50

3+00

3+50

4+00

END 4+17.

JOB 1-17-16

HELPER ENGINE STORAGE TRACK.

STORAGE TRACK.

4 JOINTS IN SW. OUT TURN OUT TO HEEL FROG.

#9 FROG PLACED SWITCH TIE PLATES 1½ CROSS

RESET TO "Y".

23 JOINTS MOVING JOINTS IN HEEL of frog. 10' RAIL TIE PLATES. SPIKE BOLTS + NUT + LOCK

	7.0	
	12.5	
	17.6	
21.4	~~16.7~~	+ 4.7
22.2	~~17.5~~	"
20.7	~~16~~	"
16.9	~~12~~	"
14.7	10.0	"

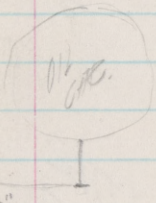
4 SPIKES TO TIE

JT SWITCH TIES 1 H. BLOCK.

STAR STAND ALL

HERMOD - OIL.

	+	−		
B.T.	1.05	100.05		100.00
TOP TANK			0.22	99.83
BOT "			5.27	94.8
1+00			1.6	
1+50			1.75	
1+68			1.70	
1+88 ℄ oil car.			1.62	
2+00			1.72	
2+50			3.11	3.15
3+00			4.55	4.40
3+50			5.78	5.60
4+00			6.98	6.85



17"05

1.7 20"

98.30 4 98.83

98.25 98.8 98.75

98.3

1.10. 98.35 1.10 100

TANK.

24"

68

100.05
0.32
99.83 JOK

100.05
98.45
1.6

98.45	98.45	- 1.6
98.30	98.70	1.35
98.35	98.95	1.10
98.43	98.95	
98.33	98.95	
96.90	97.50	2.5
95.65	96.10	3.9
94.45	94.60	5.45
93.10	93.20	

98.43

5.75 (2.8

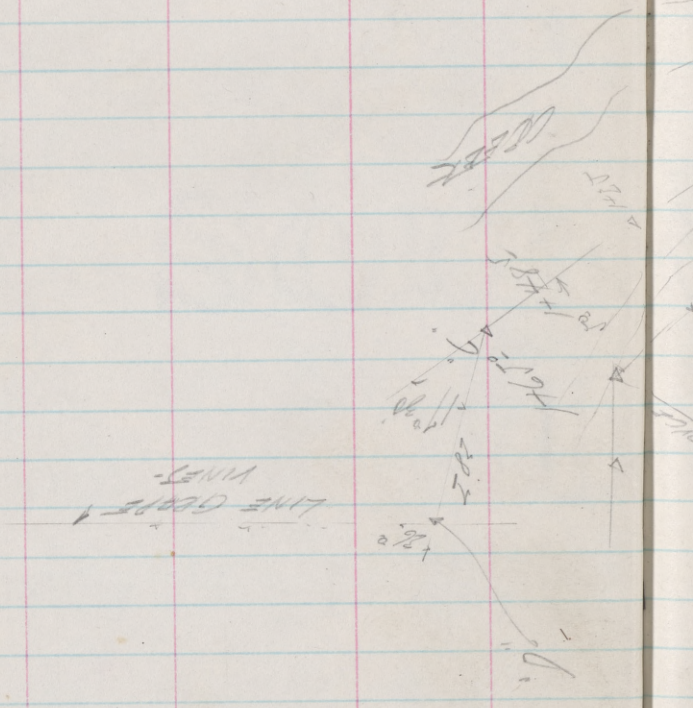
100.05
65.4

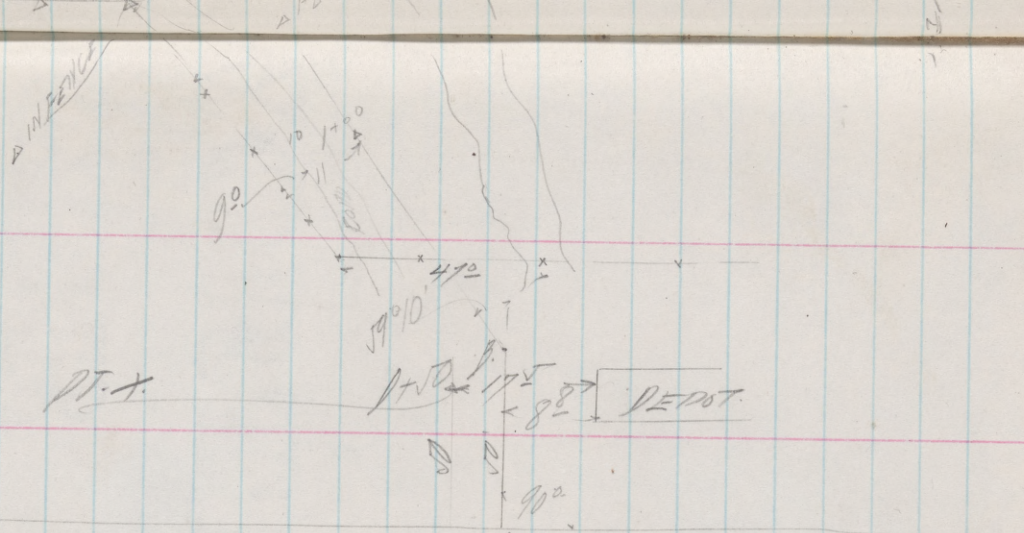
- COMMISKEY -

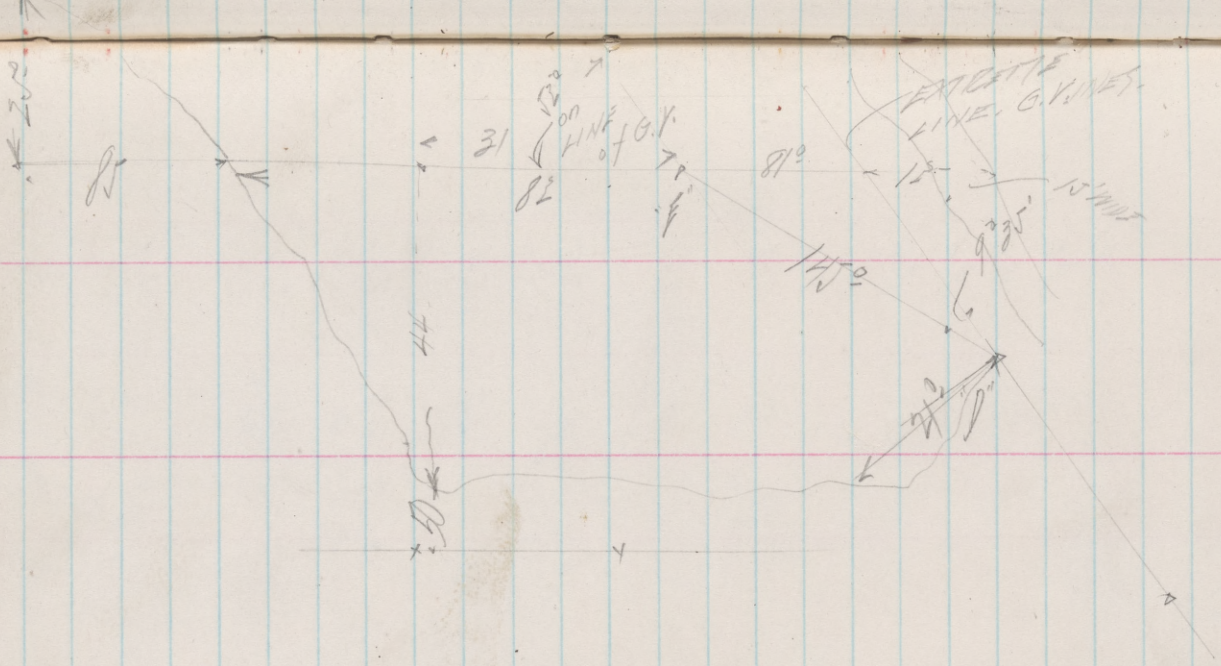
PROP. LOCATION SEC. HOUSE

FRONT. LINE B-C to ℄ GULCH

STA.	DIST.	WIDTH GULCH
1+00	26.	40'
1+35	28	40
1+65	38'	38'




Δ IN FENCE
90°
47°
39°10'
P.T.
P.I. 1+70
17'
8'
DEPOT
90°
0+00
tangent
produced.


LINE OF G.V.
EXCEPTIONAL LINE G.V.
31
44

LAGUNITAS.

	-Rods- L.T.		℄	Elev.
S.T.	To. 37		OFF MAIN.	
B.T. STAKE 20' RT.	139+70			
9+50			9.6	
9+00			9.6	
8+50			9.4	
△			9.3	
8+00			9.0	
E.C. 137+82.4			9.3	
7+50		9.4 9.4 11 T.T. S.	9.0	
7+00		9.1 12 T.T.	8.6	
6+50		8.8 15.	7.7	
6+00		8.5 20	7.4	
5+50		8.4 30	7.1	
5+00		7.0 30	5.7	
4+50		4.8 4. 35 6	4.7	
4+00		7.3 5.2 32 20	5.4	

PROPOSED LINE CHANGE.

| Rods. | | |

main

3+50	7.2 30 top of tie sta	5.0 4.5 25 8		5.1.
3+00		8.0 7.1 24 12		6.3
2+50		6.8 5.8 30 15		6.0
2+00				
BC. main.				6.1
BC. Siding.				
TOP TIE △				6.0
100 ft. further				6.5

Rt. Sid.

6.11 6.0 5.3 6.1 4.3 3.7
5 7 15 17 25 37

5.3

6.1

4.8 5.2 6.6 5.6
17 21 23 35

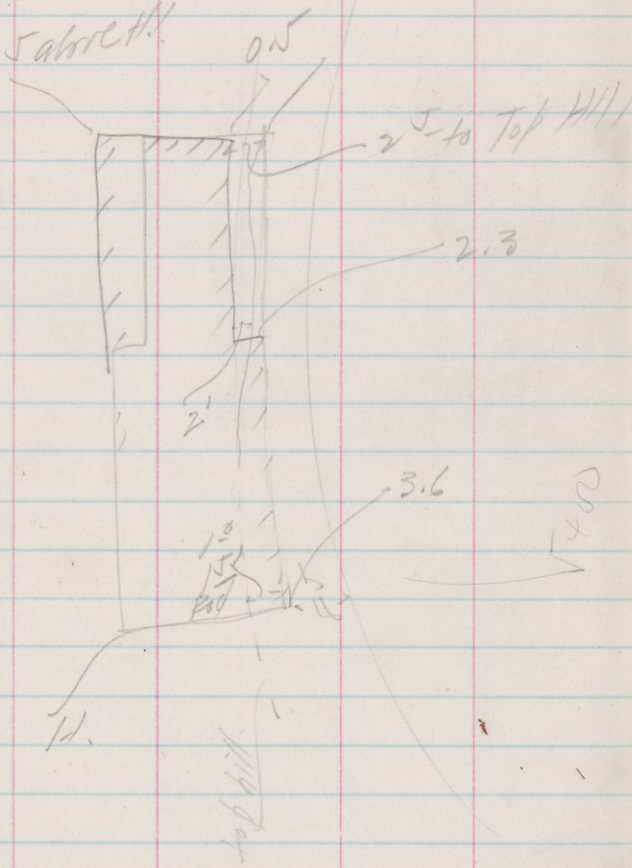
5.0

5.5 5.2 4.6 5.3 4.3
8 9 16 21 32

5.5

5.6

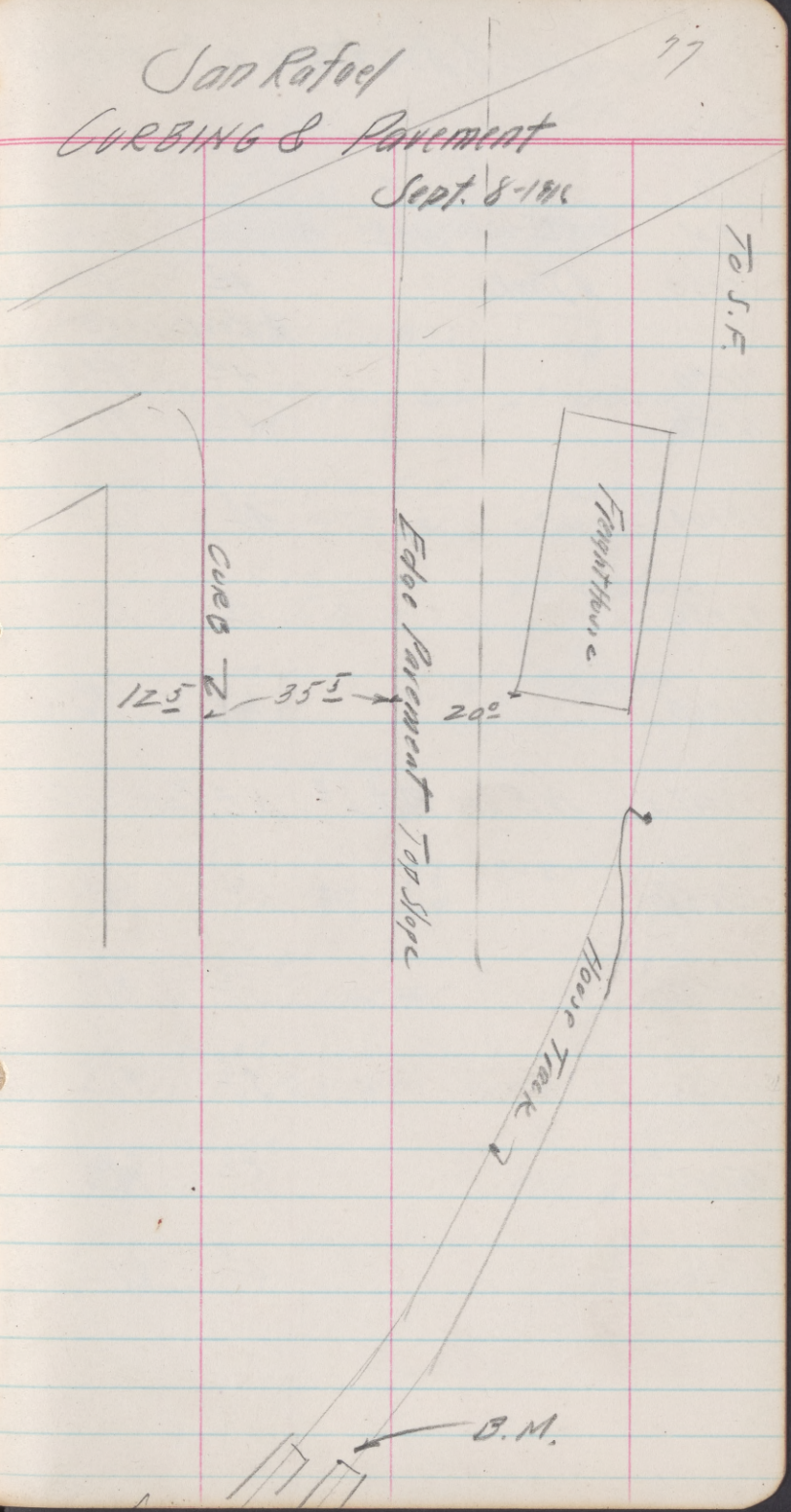
Bm
+ 10.6



San Rafael

CURBING & Pavement

Sept. 8-1916



Levels & Sections at Freight

Sta.	+	⊼	−	Elev.
B.M.	$3\frac{95}{}$	$103\frac{95}{}$		100 Assumed.
10+53	℄ Track	104	$4\frac{2}{}$	$99\frac{8}{}$
			℄ Road = 0+00	
11+00			$4\frac{4}{}$	$99\frac{6}{}$
11+50			$4\frac{6}{}$	$99\frac{4}{}$
12+00			$4\frac{8}{}$	$99\frac{2}{}$
12+50			$4\frac{9}{}$	$99\frac{1}{}$
13+00			5^{0}	$99\frac{0}{}$
13+12±	N.E. Cor. Plot $2\frac{2}{}$		N.E. Cor.	$2\frac{2}{}$
13+50			$5\frac{1}{}$	$98\frac{9}{}$
14+00			$5\frac{2}{}$	$98\frac{8}{}$
14+50			$5\frac{2}{}$	$98\frac{8}{}$
15+00			$5\frac{6}{}$	$98\frac{4}{}$
15+50			$6\frac{7}{}$	$97\frac{3}{}$

Depot San Rafael

W.J.H.
F.K. Sept. 8-16

com. d. Top Bolt in Guard Rail on Rt of W line Trestle.

Top Rail

Actual Rod Readings

$\frac{-5^{1}}{16}$ $\frac{-5^{6}}{21}$ $\frac{-5^{3}}{36}$ $\frac{-5^{2}}{41}$ ℄ Track Top Tie 4^{8} Top Curb on Lt.

$\frac{5^{2}}{17}$ $\frac{6^{2}}{23}$ $\frac{5^{7}}{50}$ $\frac{5^{6}}{60}$ ℄ House Tr. Top Tie $\frac{4^{9}}{M.L.}$ 5^{0} Top Curb 5^{7} Gutter

$\frac{5^{2}}{13}$ $\frac{6^{3}}{22}$ $\frac{6^{1}}{50}$ $\frac{5^{9}}{65}$ $\frac{5^{9}}{75}$ Top Tie 5^{2} Top Curb

$\frac{5^{3}}{14}$ $\frac{6^{2}}{22}$ $\frac{6^{0}}{50}$ $\frac{5^{9}}{73}$ $\frac{6^{3}}{85}$ Tie House Tr. 5^{3} Top Curb

Top Platform.

$\frac{5^{5}}{14}$ $\frac{6^{2}}{21}$ $\frac{5^{2}}{44}$ EDGE Plat. $\frac{2^{1}}{44}$ Top Plat. $\frac{5^{5}}{\text{Top Curb.}}$

$\frac{5^{5}}{16}$ $\frac{6^{1}}{22}$ $\frac{5^{6}}{40}$ $\frac{5^{2}}{50}$ $\frac{4^{9}}{55}$ EDGE Plat $\frac{2^{1}}{\text{Top Plat.}}$ $\frac{5^{7}}{\text{Top Curb.}}$

$\frac{5^{6}}{14}$ $\frac{6^{1}}{21}$ $\frac{5^{-9}}{48}$ $\frac{4^{9}}{65}$ Edge Plat. $\frac{2^{1}}{\text{Top Plat.}}$ $\frac{5^{7}}{\text{Top Curb}}$ 14+4/5

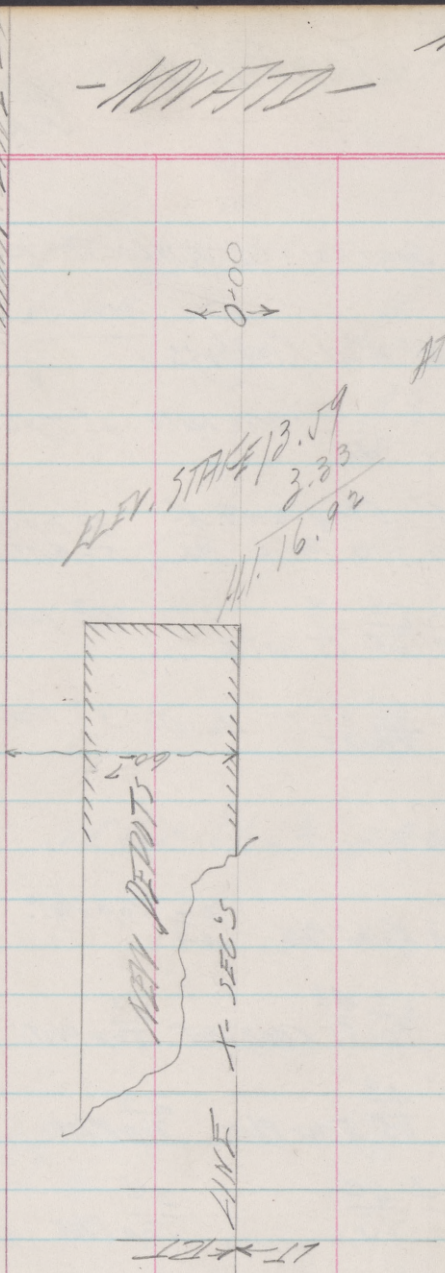
$\frac{6^{1}}{17}$ $\frac{6^{6}}{24}$ $\frac{7^{7}}{50}$ $\frac{6^{11}}{80}$ $\frac{2^{11}}{\text{Top Plat}}$ $\frac{5^{3}}{℄ \text{ Road } 50' \text{ Lt.}}$

$\frac{7^{2}}{8}$ $\frac{8^{3}}{11}$ $\frac{9^{3}}{18}$ $\frac{9^{8}}{30}$ thence Level Fence $\frac{8'}{\text{In Marsh on Lt}}$ 30 out

80

NOV. 11-
1916

-NOTES-



Stake at Sec.
Date 3 33
To Finish Flow

81

- NOTTO - SEE BOOK L-21 p51

+ - SEC'S ON LEFT

82+00
11.6 5.3 0 | 11.1 5.8 17 | 11.1 5.8 39 | 9.8 7.1 50 | 10.1 6.2 72+

82+50
11.2 5.7 0 | 11.2 5.6 6 | 12.8 4.1 8 | 11.8 5.1 29 60 | 10.5 6.4 51 | 9.2 7.7 59 | 9.1 7.1 77+

83+00
11.5 5.4 0 | 11.5 5.4 7 | 12.5 4.4 8

83+02
12.5 4.4 0 | 11.3 5.6 33 | 10.5 6.2 56 cr | 8.5 8.4 64 | 8.8 8.1 76 fence

83+50
floor frt. depot. office 3.2 13.2
" " depot frt. 40- 0.0 - 16.2
11.6 4.3 0 | 12.6 4.3 17 | 11.5 5.5 18 | 11.6 5.4 46 | 9.6 7.3 62 | 9.5 7.4 77 fence

84+00
11.1 5.9 0 | 10.1 6.5 16 | 7.1 8.2 71 | 8.2 77 bros line | 8.1

84+50
9.1 7.2 0 | 9.2 5.8 18 | 8.1 7.0 45 | 6.2 6.3 60 | 5.1 5.4 75 top bank Street

floor passenger depot 3.25

face of curb at return rad 5

TRESTLE. JUST
82 EAST OF
17+ CL 17+5. 86C.

STA.	Rod. TOP RAIL.	GRADE Rod TOP RAIL.	
0+00	2.91	2.91 v	
0+50	2.68	2.67 v	
0+95	2.40	2.46 v	
1+00	2.36	2.43 v	
1+10.5	2.30 v	2.40 v	
TOP CAP.			4.5C
1+15 v		2.36 v	
1+26.5	2.23		
TOP CAP.			4.46
1+30 v	2.21	2.29 v	
1+42	2.16		
TOP CAP.			4.38
1+45 v		2.22 v	
1+50	2.14	2.19 v	
2+00	1.96	1.96 v	

86

END STRINGER
6 13 inches
face of

CONSTRUCTED ACCORDING
TO M.W. 1124 - F-7 CS.

Nov. 27-1916

83

HEIGHT of rail

RAIL = 7"

GRADE TRACK = 0 4½%

RAIL = 0 4 high. or 5 inches

GRADE = top rail. to bot. tie plate = 0.42

Rod BASE 22.

= top tie

Concrete

Bottom

Track

16 3/4 stamp

12 " cap

6 " tie.

34 3/4"

2' 10 3/4"

2.85 + 3.23 = 6.08

2.78 + 3.90 = 6.68

2.71 + 3.90 = 6.61 use 7"

2.64 + 3.23 = 5.87

2.9 .67 ?

3√7

3.57

at 4" below base rail

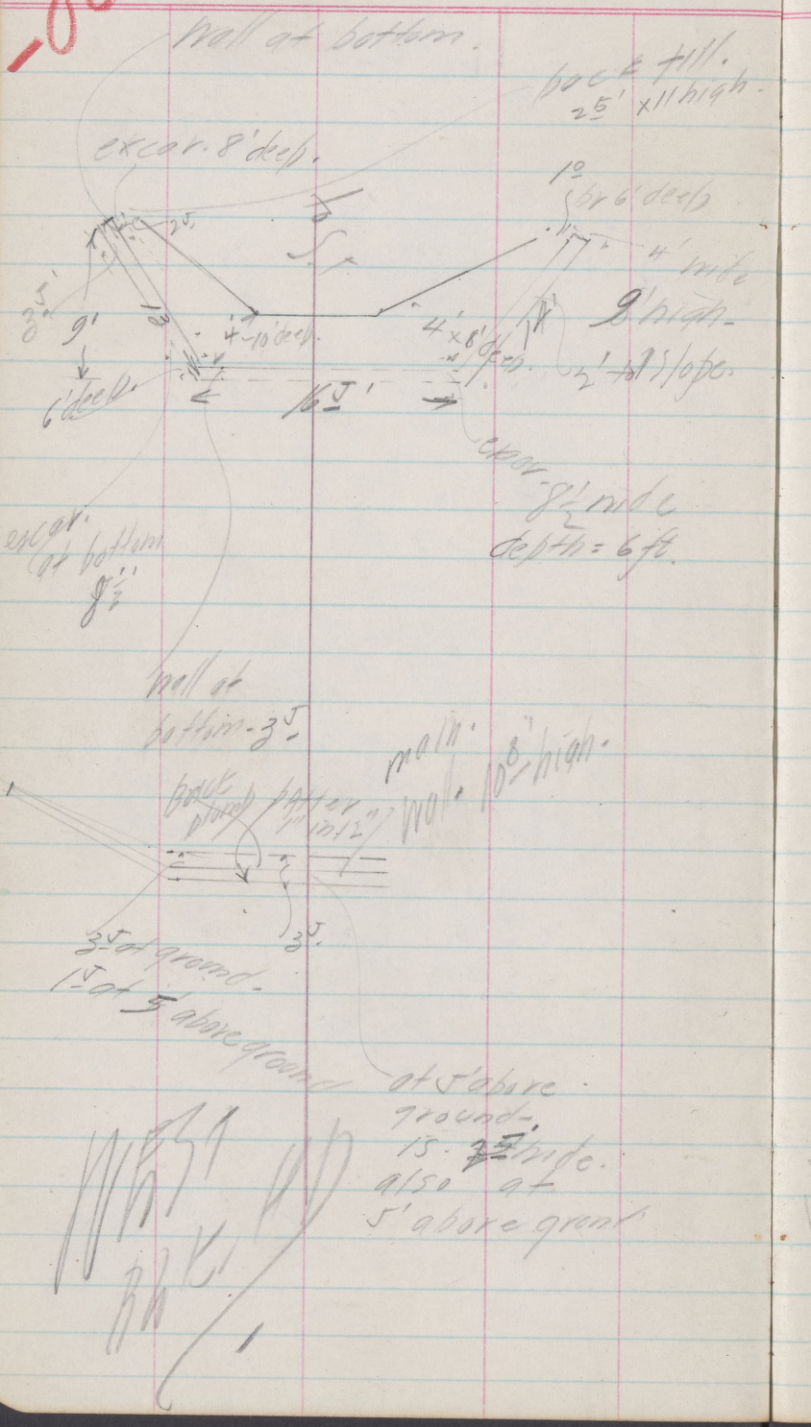
3.57 .08 ? 3.65

3.73

234

84

86


wall at bottom.
back fill.
25' x 11 high.
excav. 8' deep.
1st (or 6' deep
4' wide
9' high.
½' batter
4'-10" deep.
4'x8' deep.
6' deep.
excav. 8½' wide
depth = 6 ft.
excav. at bottom 8½'
wall at bottom - 3'
wall. 10" high.
batter
3' at ground.
1' at 5' above ground.
at 5' above ground.
15. 3' wide.
also at 5' above ground

Nov-26-1916 85

McCRAYS

§6C

string- 16 3/4"
cap- 12"
tie- 7"
ballast. 8"
flooring- 3"
46 3/4"
36
3ft-10 3/4"
3ft. 9
=3.9

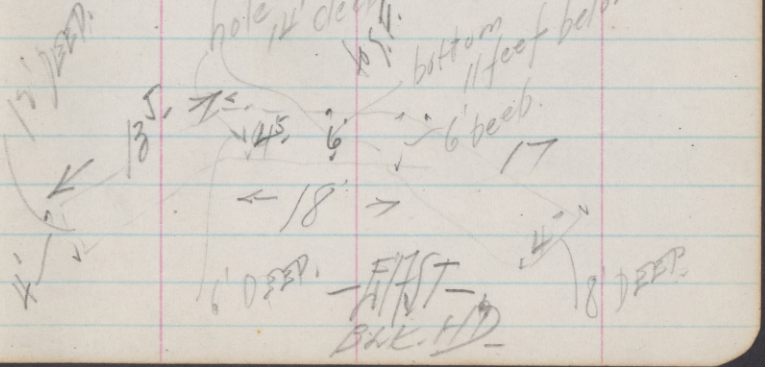
cut off. below base rail- ballast deck

3.9
3.23
.67

=3.9

at concrete blk-heads

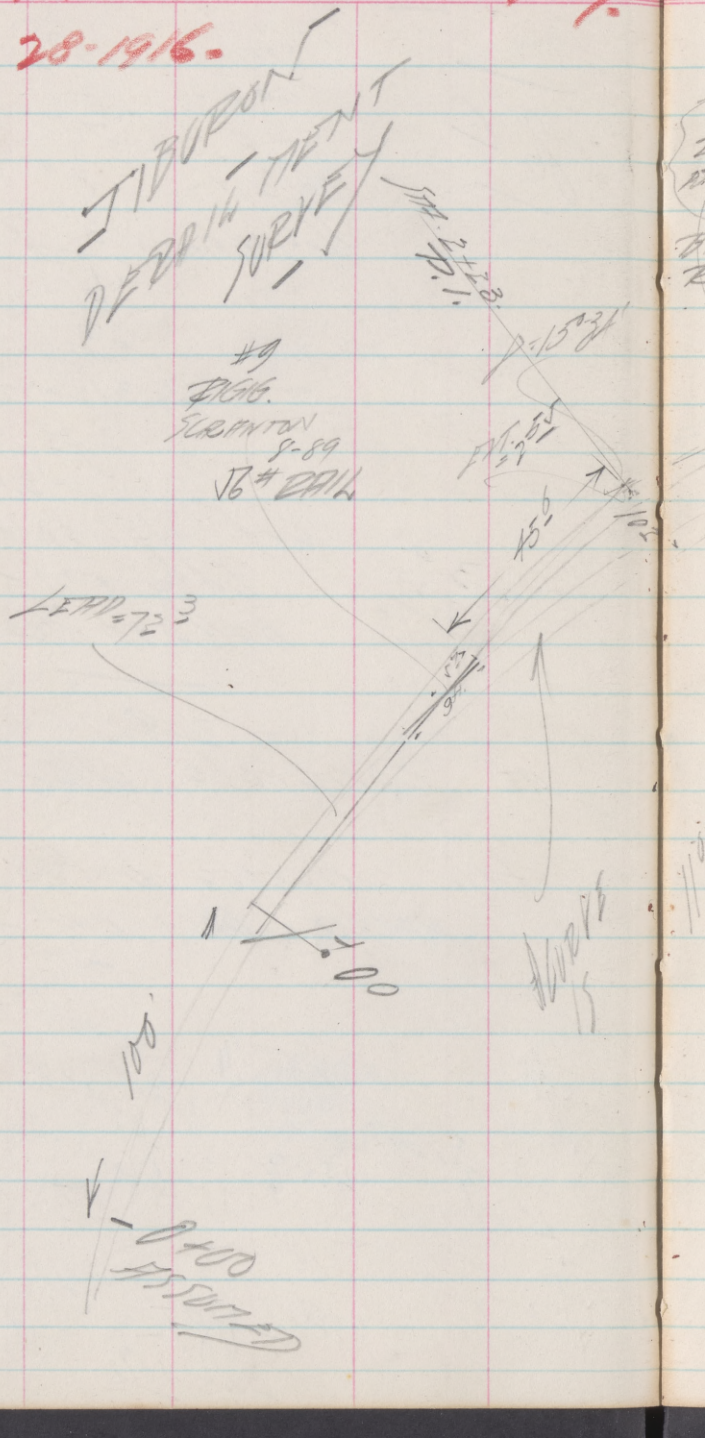
top concrete walls = 3.23 below- base rail -



86

TIBURON-
DERAILMENT SURVEY

Nov. 28-1916.



N.H.W.
Orb. B
N.L.

NOV-27-1916

87

Br. Rail

Main

1+30
At Derailment.

Broken Rail.

St. Johnsbury

Chart

12 8/10

#2 Track

#1 Track

Left Br. Rail

1+30

Over

TRACK # 1

Rt Rail		Lt. Rail
4.76	0+00	4.78
4.77	0+50	4.50
4.74	1+00	4.49
4.74	1+50	4.50
4.75	2+00	4.45
4.73	2+50	4.50
4.68	2+77	4.47

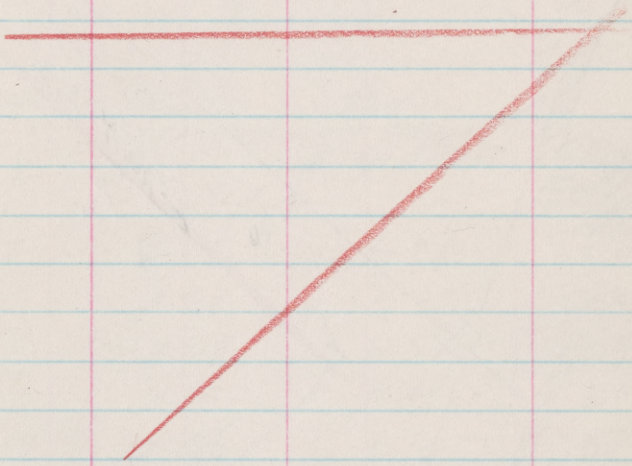
6 1/8"

1/16" RAIL

LEVELS TOP RAIL ON TRACKS ON PRECEDING PAGE

#2

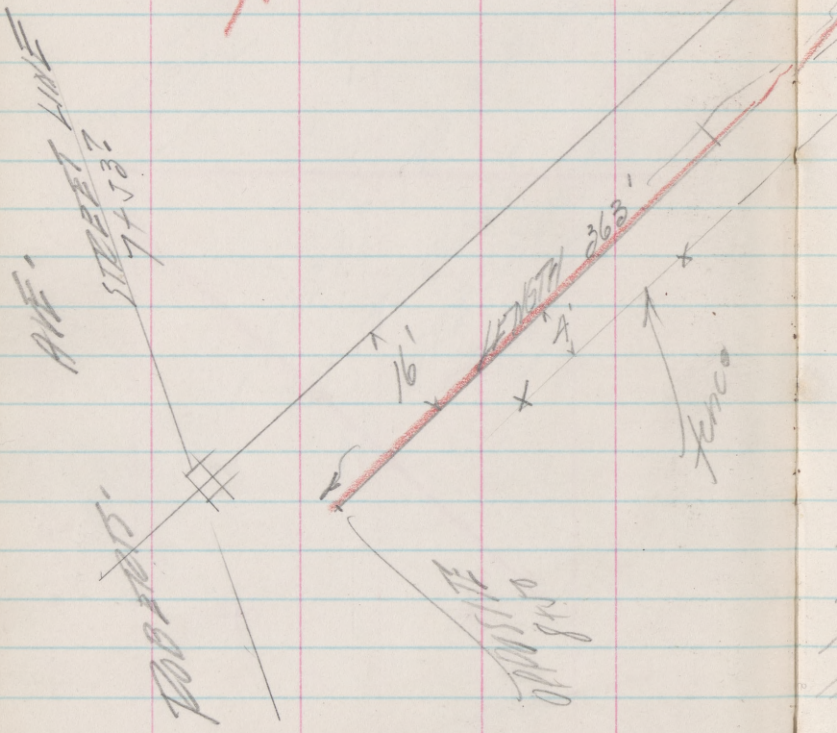
Rt.		Left
	1+00 = P.I. Switch	
4.50	1+00	4.50
4.50	1+50	4.50
4.45	2+00	4.47
4.49	2+50	4.47
= 4.50	2+80	4.51



SANTA-ROSA

SPUR AS STAKED for FITZGERALD. of SANTA-ROSA POULTRY

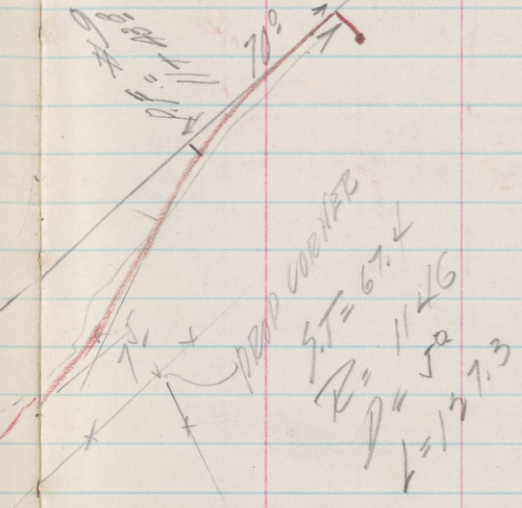
PRELIMINARY NOTES. SEE BOOK 10 PAGES. 53-54.



NOV-17-1915

TO SEBASTOPOL.

ASSM.

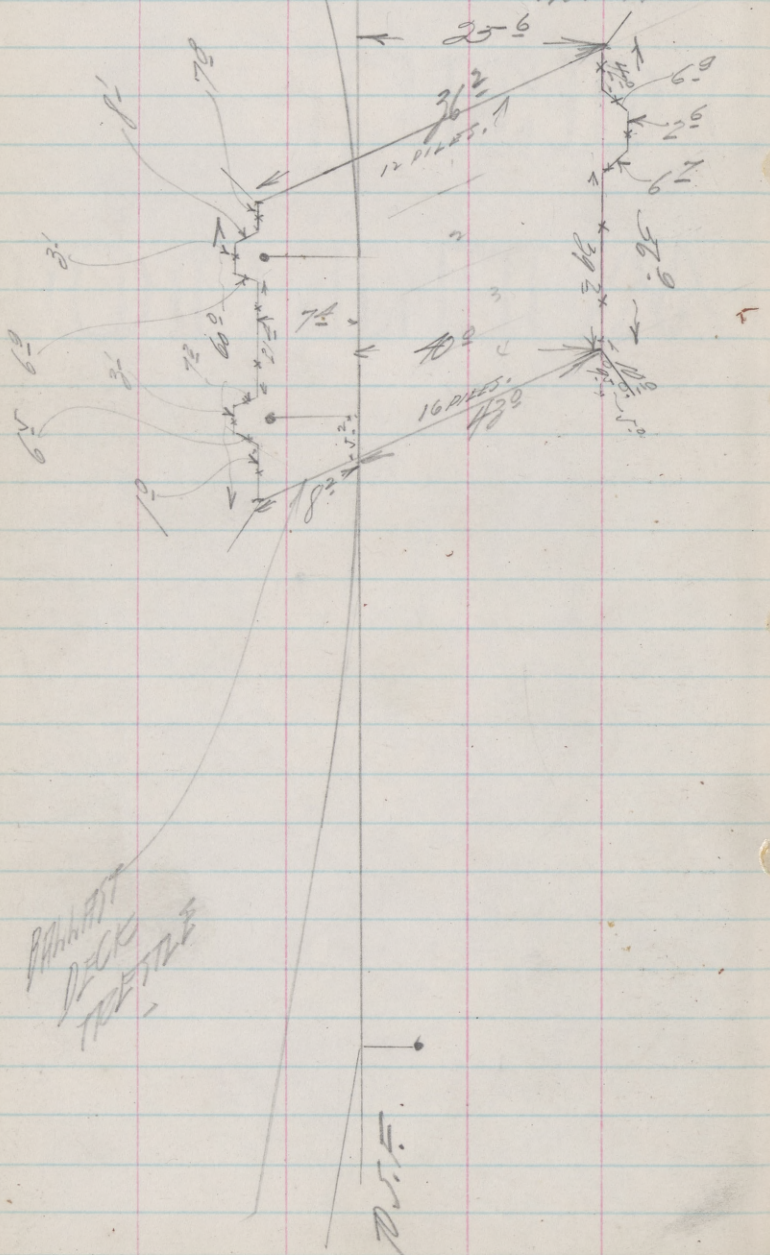


STA.	Rods. TOP RAIL.	Rods. on Ground. ℄ of SPUR.	GRADE Rod TOP RAIL SPUR.
8+50	3.05	4.90	3.9
9+00	3.78	4.35	3.9
9+50	3.68	6.20	3.9
10+00	3.95	7.80	3.9
10+50	4.20	8.10	3.9
11+00	4.57	5.50	RUN DOWN TO SWITCH
11+43.8 P.T.	4.70	5.65	

92 -MILLITS- -139-

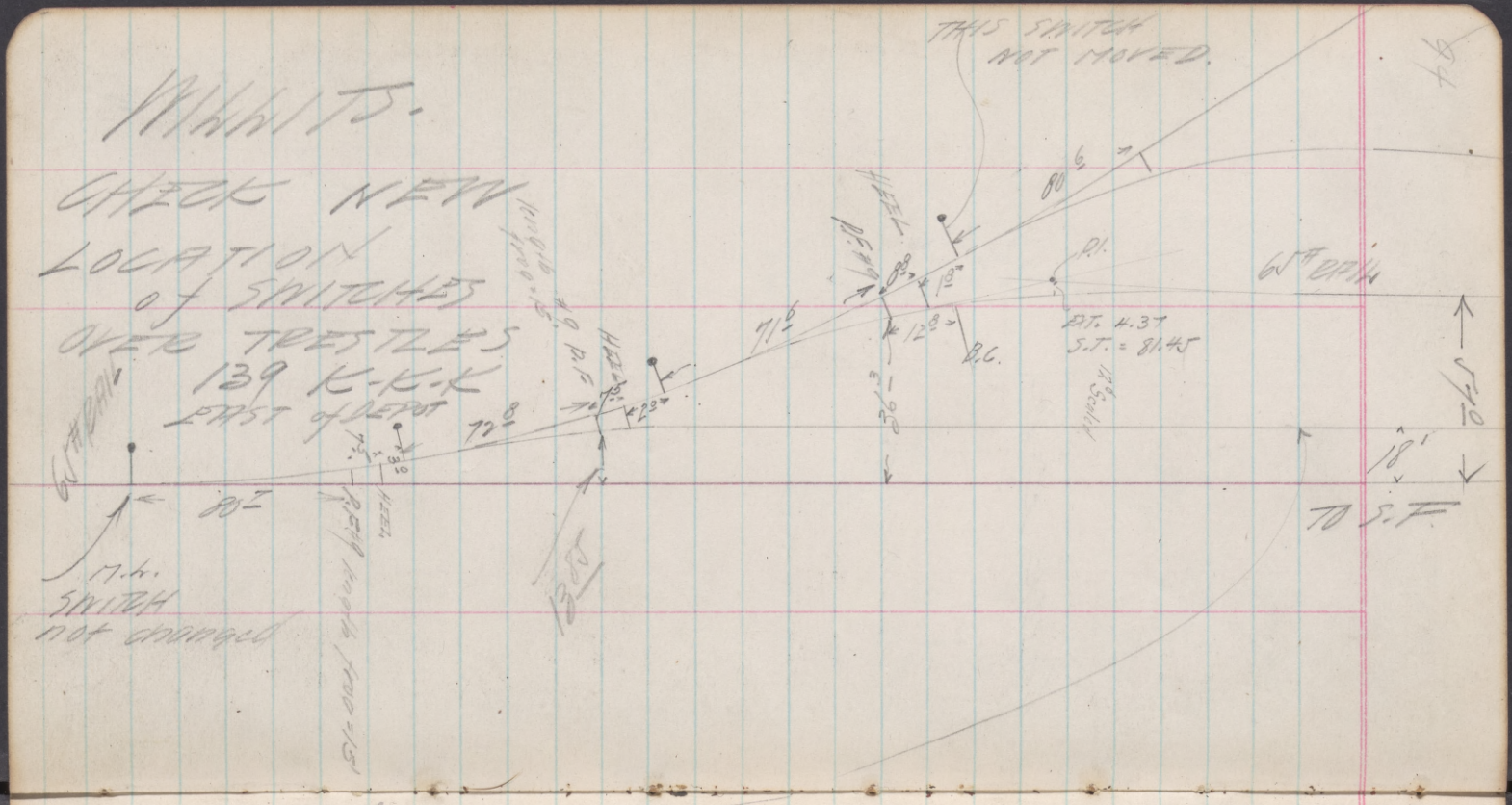
CHECK TRESTLES K-K-K

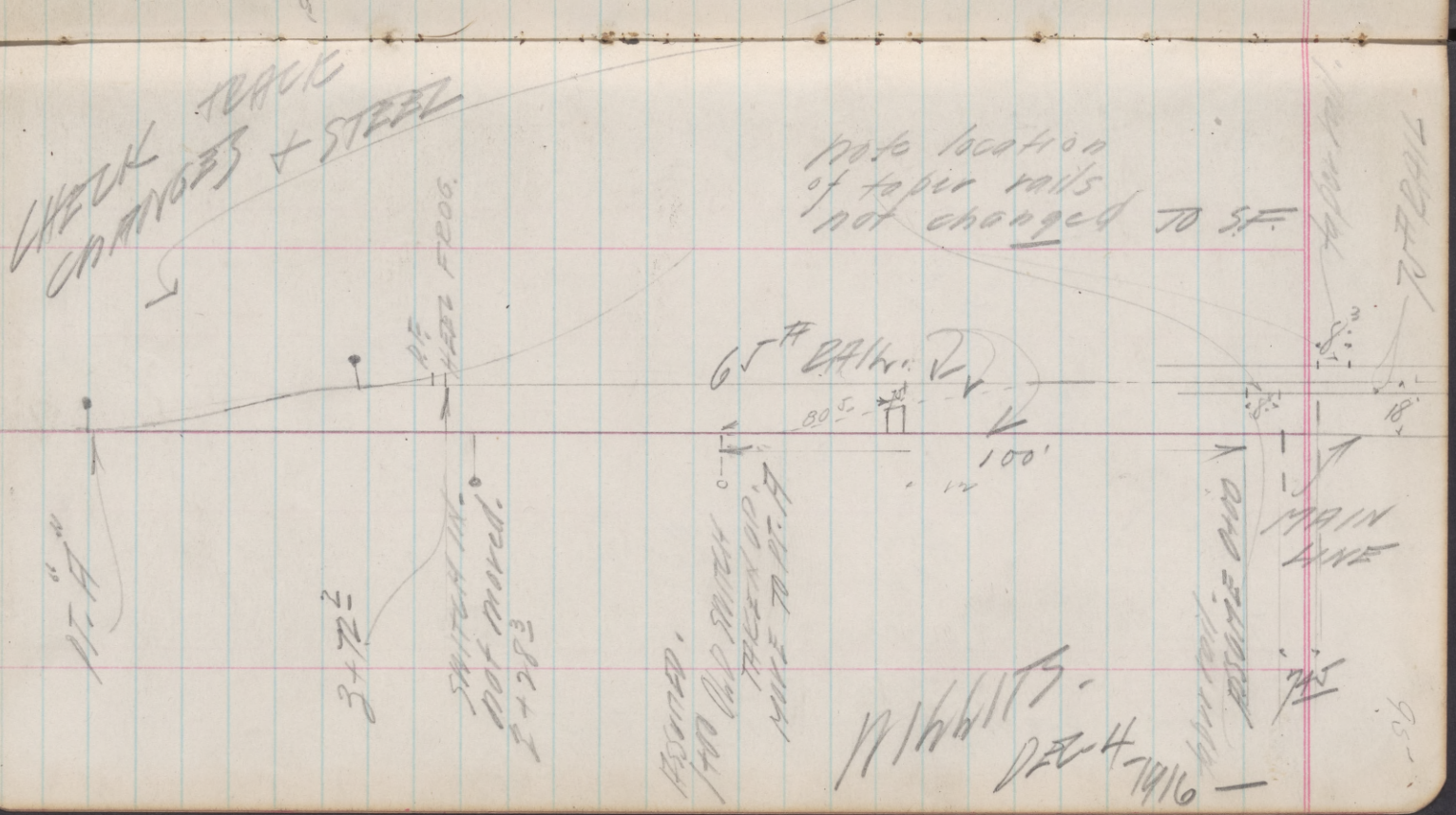
AT ROUND HOUSE.

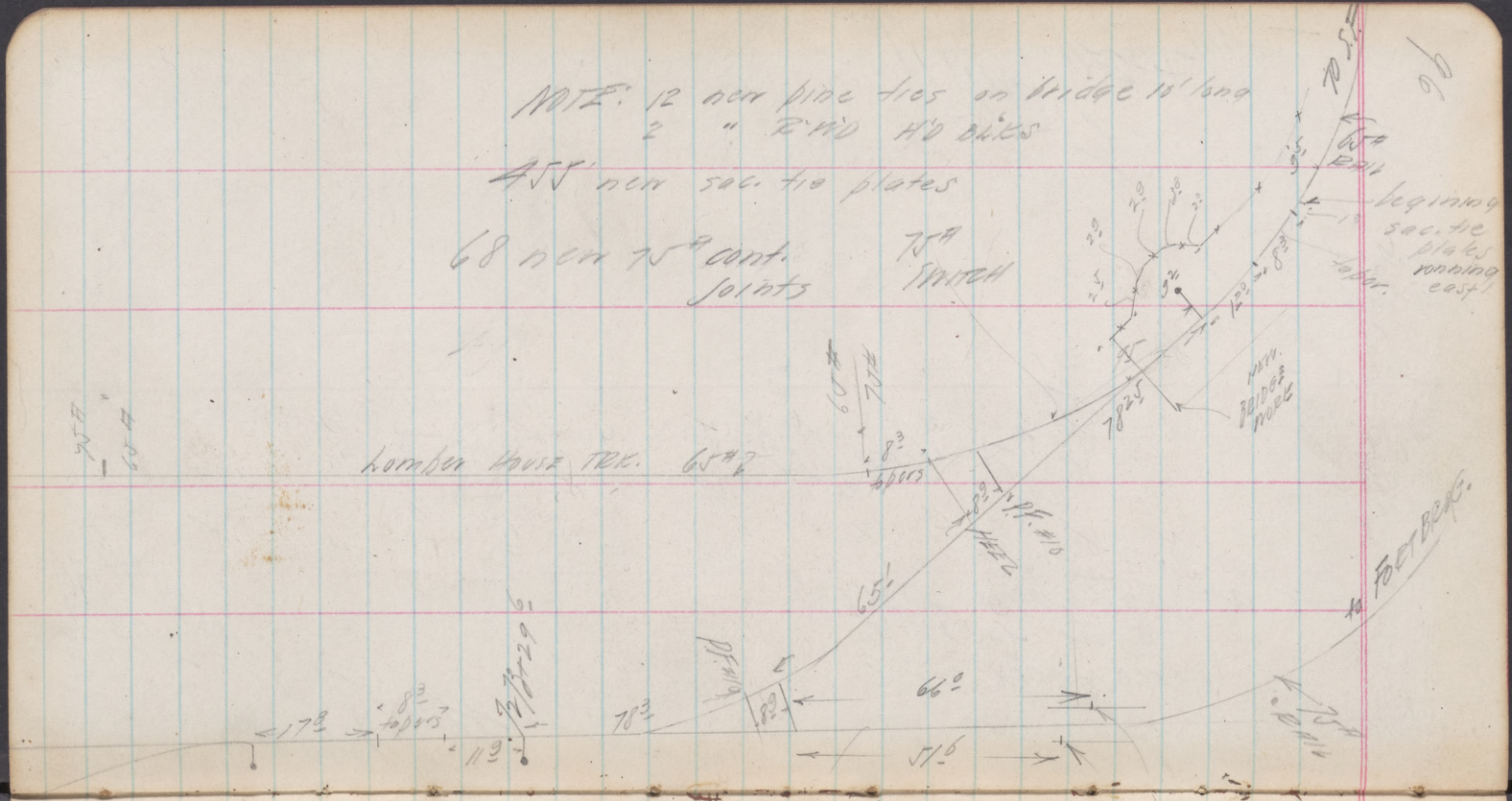


CHECK K-E-

Openings


CHECK NEW
LOCATION
OF SWITCHES
OVER TRESTLES
139 K-K-K
EAST of DEPOT
THIS SWITCH
NOT MOVED.
6° CURVE
6° CURVE
P.I.
P.T. 4.37
S.T. = 81.45
B.C.
TO S.F.
M.L.
SWITCH
not changed


CHECK TRACK CHANGES + STEEL
Note location of taper rails not changed TO S.F.
6" R.R. Bar
80.5
100'
18'
MAIN LINE
PASSED
DEC-4-1916


NOTE: 12 new pine ties on bridge 11' long
2 " R'ND HD plates
455' new sec. tie plates
68 new 75# cont. joints
75# Main
Lumber House TRK. 65#
Beg. sec. tie plates running east
FOOTBRGE.
New Bridge Track
Old Track
Old Track
Old

DEC-1916.
97

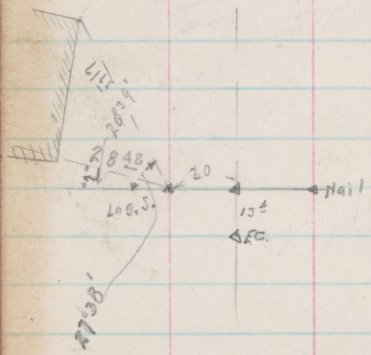
Junction of new 75# rail.
+ old 75# "

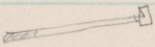
WILLITS- CHECK
new changes.
in tracks. at trestle
east of E.S. 7270

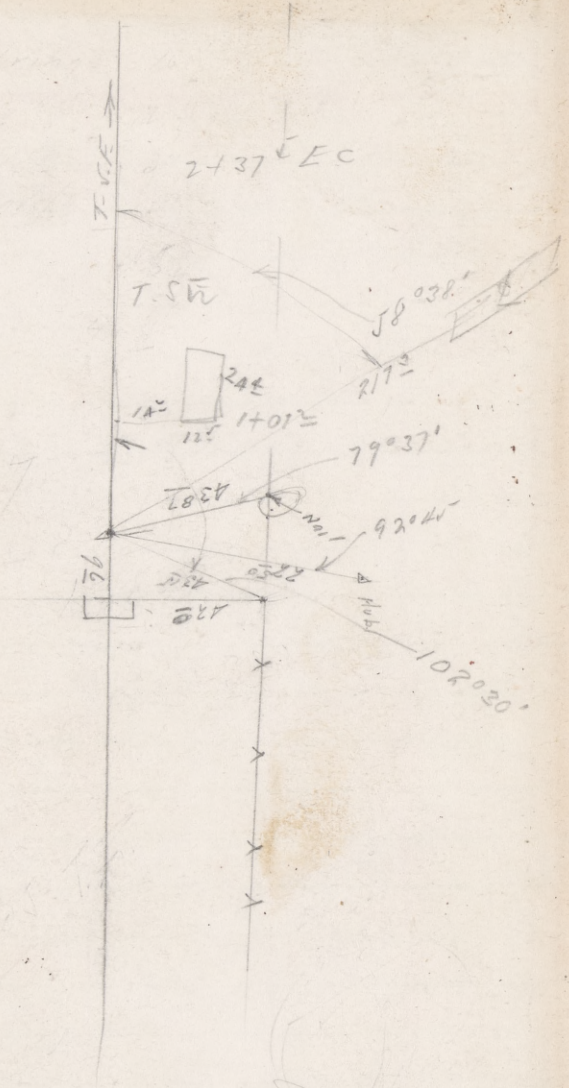
Seattle

P.S. 65# unchanged

48² West Line Depot to E-6






217 ±
T. 5 N.
2+37 ± E C
T. 5 N.
58° 30'
217 ±
24 ±
14 ±
12 ±
1+01 ±
79° 37'
92° 44'
10 20° 20'